

**BY ORDER OF THE COMMANDER  
AIR MOBILITY COMMAND**

**AIR MOBILITY COMMAND PAMPHLET 24-2  
VOLUME 3, ADDENDUM F**



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**Transportation**

**CIVIL RESERVE AIR FLEET LOAD  
PLANNING – BOEING B777 SERIES**

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This pamphlet series is intended as a load planning guide and provides the basic information, data, and technical specifications needed in order for planners (both long range and individual movement) to load plan aircraft in the Civil Reserve Air Fleet (CRAF). Equipment and methods listed are compatible with all CRAF aircraft and cargo areas discussed. **It must be noted that, unlike military cargo aircraft, civilian airframes are not standardized, and can vary widely, even within each carrier's fleet. Final approval, therefore, ultimately rests with the individual contractor providing airlift services to the DOD.** This pamphlet series enables application of DTR 4500.9-R, Defense Transportation Regulation – Part III Mobility, Appendix V, Aircraft Load Planning and Documentation; as well as AMCI 10-402, Civil Reserve Air Fleet (CRAF). The guidance contained herein is applicable to all USAF, AFRC, ANG and DOD agencies whenever they are charged with using the CRAF assets contained herein, in accordance with DOD, inter-service, and/or MAJCOM agreements.

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**SUMMARY OF CHANGES**

**This document is substantially revised and must be completely reviewed.**

Series has been renumbered, reorganized, and data added.

**TABLE OF CONTENTS**

Volume 1      CRAF GENERAL  
 Volume 2      AIRBUS  
**Volume 3      BOEING**

Addendum A – B 727    SERIES  
 Addendum B – B 737    SERIES  
 Addendum C – B 747    SERIES  
 Addendum D – B 757    SERIES  
 Addendum E – B 767    SERIES  
**Addendum F – B 777    SERIES**

<b>Chapter 1 – <u>GENERAL INFORMATION</u></b>	<b>5</b>
1.1. <u>Purpose.</u>	5
1.2. <u>Scope.</u>	5
1.3. <u>Arrangement.</u>	5
1.4. <u>Supplements.</u>	5
1.5. <u>Acronyms.</u>	5
1.6. <u>Copyrights.</u>	6
1.7. <u>Description. Addendum F. Boeing B777 Series.</u>	6
<b>Chapter 2 – <u>QUICK REFERENCE TABLES</u></b>	<b>8</b>
2.1. <u>Ranges.</u>	8
2.2. <u>Pallets.</u>	8
2.3. <u>Table Legends.</u>	8
2.4. <u>After-Market Conversions.</u>	8
2.5. <u>Tables.</u>	8
2.6. <u>Tables. Addendum F. Boeing B777 Series.</u>	9
Table 2.1. <u>Cargo Planning.</u>	
Table 2.2. <u>Passenger Planning.</u>	
Table 2.3. <u>Door Clearances/Sizes.</u>	
Table 2.4. <u>Compartment Dimensions.</u>	
Table 2.5. <u>Weight Information.</u>	
Table 2.6. <u>Airfield Suitability Information.</u>	
<b>Chapter 3 – <u>B777-200 (also B777-200ER/HGW)</u></b>	<b>14</b>
3.1. <u>DIMENSIONS.</u>	14
Figure 3.1. <u>General Dimensions B777-200.</u>	
Figure 3.2. <u>Ground Clearance B777-200.</u>	
3.2. <u>COMPARTMENT CONFIGURATIONS.</u>	16
Figure 3.3. <u>Pax/Crew Door B777-200.</u>	
Figure 3.4. <u>Typical Passenger Configurations B777-200.</u>	

Figure 3.5. <u>Forward Compartment Door B777-200.</u>	
Figure 3.6. <u>Forward Compartment Cargo Configurations B777-200.</u>	
Figure 3.7. <u>Small Aft Compartment Door B777-200.</u>	
Figure 3.8. <u>Large Aft Compartment Door B777-200.</u>	
Figure 3.9. <u>Aft Compartment Cargo Configurations B777-200.</u>	
Figure 3.10. <u>Bulk Compartment Door B777-200.</u>	
Figure 3.11. <u>Bulk Compartment Dimensions B777-200.</u>	
3.3. <u>SERVICING DIAGRAMS.</u>	24
Figure 3.12. <u>Typical Servicing Arrangement B777-200.</u>	
Figure 3.13. <u>Ground Service Connections B777-200.</u>	
3.4. <u>AIRFIELD SUITABILITY.</u>	26
Figure 3.14. <u>Landing Gear Footprint B777-200.</u>	
Figure 3.15. <u>Minimum Turning Radii B777-200.</u>	
<b>Chapter 4 – <u>B777-200LR</u></b>	28
4.1. <u>DIMENSIONS.</u>	28
Figure 4.1. <u>General Dimensions B777-200LR.</u>	
Figure 4.2. <u>Ground Clearance B777-200LR.</u>	
4.2. <u>COMPARTMENT CONFIGURATIONS.</u>	29
Figure 4.3. <u>Typical Passenger Configurations B777-200LR.</u>	
4.3. <u>SERVICING DIAGRAMS.</u>	32
Figure 4.4. <u>Typical Servicing Arrangement B777-200LR.</u>	
Figure 4.5. <u>Ground Service Connections B777-200LR.</u>	
4.4. <u>AIRFIELD SUITABILITY.</u>	34
Figure 4.6. <u>Landing Gear Footprint B777-200LR.</u>	
Figure 4.7. <u>Minimum Turning Radii B777-200LR.</u>	
<b>Chapter 5 – <u>B777-300</u></b>	36
5.1. <u>DIMENSIONS.</u>	36
Figure 5.1. <u>General Dimensions B777-300.</u>	
Figure 5.2. <u>Ground Clearance B777-300.</u>	
5.2. <u>COMPARTMENT CONFIGURATIONS.</u>	37
Figure 5.3. <u>Typical Passenger Configurations B777-300.</u>	
Figure 5.4. <u>Forward Compartment Cargo Configurations B777-300.</u>	
Figure 5.5. <u>Aft Compartment Cargo Configurations B777-300.</u>	
5.3. <u>SERVICING DIAGRAMS.</u>	41
Figure 5.6. <u>Typical Servicing Arrangement B777-300.</u>	
Figure 5.7. <u>Ground Service Connections B777-300.</u>	
5.4. <u>AIRFIELD SUITABILITY.</u>	43
Figure 5.8. <u>Landing Gear Footprint B777-300.</u>	
Figure 5.9. <u>Minimum Turning Radii B777-300.</u>	
<b>Chapter 6 – <u>B777-300ER</u></b>	45
6.1. <u>DIMENSIONS.</u>	45
Figure 6.1. <u>General Dimensions B777-300ER.</u>	
Figure 6.2. <u>Ground Clearance B777-300ER.</u>	

6.2. <u>COMPARTMENT CONFIGURATIONS.</u>	46
Figure 6.3. <u>Typical Passenger Configurations B777-300ER.</u>	
6.3. <u>SERVICING DIAGRAMS.</u>	49
Figure 6.4. <u>Typical Servicing Arrangement B777-300ER.</u>	
Figure 6.5. <u>Ground Service Connections B777-300ER.</u>	
6.4. <u>AIRFIELD SUITABILITY.</u>	51
Figure 6.6. <u>Landing Gear Footprint B777-300ER.</u>	
Figure 6.7. <u>Minimum Turning Radii B777-300ER.</u>	
<b>Chapter 7 – B777F</b>	53
7.1. <u>DIMENSIONS.</u>	53
Figure 7.1. <u>General Dimensions B777F.</u>	
Figure 7.2. <u>Ground Clearance B777F.</u>	
7.2. <u>COMPARTMENT CONFIGURATIONS.</u>	54
Figure 7.3. <u>Main Compartment Door B777F.</u>	
Figure 7.4. <u>Main Compartment Dimensions B777F.</u>	
Figure 7.5. <u>Main Compartment Cargo Configurations B777F.</u>	
7.3. <u>SERVICING DIAGRAMS.</u>	57
7.6. <u>Typical Servicing Arrangement B777F.</u>	
Figure 7.7. <u>Ground Service Connections B777F.</u>	
7.4. <u>AIRFIELD SUITABILITY.</u>	59
Figure 7.8. <u>Landing Gear Footprint B777F.</u>	
<b>Attachment 1 – GLOSSARY OF REFERENCES</b>	60
<b>Attachment 2 – MAIN COMPT CONTOUR CHART B777F</b>	61
<b>Attachment 3 – LOWER COMPT CONTOUR CHART B777</b>	62
Addendum G – B 787 SERIES (Reserved for future use)	
Volume 4 BOEING (formerly McDONNELL-DOUGLAS)	
Volume 5 MISCELLANEOUS AIRCRAFT (Reserved for future use)	

## Chapter 1

### GENERAL INFORMATION

**1.1. Purpose.** This pamphlet series is non-directive in nature. It provides the basic information, data, and technical specifications needed in order for planners to more efficiently and effectively load plan aircraft in the CRAF.

**1.2. Scope.** CRAF aircraft specifications listed herein are current as of the date of this printing. Equipment and methods listed are compatible with all CRAF aircraft and cargo areas discussed. **It must be noted that, unlike military cargo aircraft, civilian airframes are not standardized, and can vary widely, even within each carrier's fleet. Final approval, therefore, ultimately rests with the individual contractor providing airlift services to the DOD.**

**1.2.1. Volume 3, Boeing.** AMCPAM 24-2 Volume 3 deals specifically with aircraft manufactured by the Boeing Company. Boeing was first formed in 1916 as Pacific Aero Products Co, changing its name about a year later to the Boeing Airplane Co. Through several mergers over the years (the last being with McDonnell Douglas Corp in 1997), the Boeing Company has melded the companies founded by aerospace pioneers William Boeing, Donald Douglas, James McDonnell, James "Dutch" Kindelberger, and Howard Hughes Jr. As of the date of this publication, the Boeing Company has produced almost 17,000 commercial jet aircraft alone, with over 12,100 still in service.

**1.3. Arrangement.** This pamphlet series is designed for easy reference and access to the most commonly needed information for planning purposes. Essentially, Volume 1 will contain all information common to the entire CRAF program and most, if not all, carriers. Volumes 2 through 5 will contain information specific to a particular manufacturer's airframes, with each sub-volume addendum addressing a different series or type. Each can be referenced separately from another; however, each addendum needs to be used in conjunction with Volume 1.

**1.3.1. Volume 3, Boeing Addenda.** Volume 3 is not separated from each subsequent addendum, but is published as a "cover" document along with and as an introduction for each addendum. The same information for Volume 3 essentially gets republished--unchanged with each Boeing model's addendum.

**1.3.2. Volume 3, Boeing Quick Reference Tables.** All chapter descriptions for various models are designed to be used in conjunction with Chapter 2 Quick Reference Tables. The information in the Quick Reference Tables will generally not be restated in the expanded chapters as they are meant primarily for pictorial figures.

**1.4. Supplements.** Changes or supplements to this pamphlet by agencies, other than AMC, are prohibited. This does not preclude its use as a reference document for preparation of intra-agency instructional directives.

**1.5. Acronyms.** An explanation of the acronyms used in this pamphlet is in AMCPAM 24-2, Volume 1, Attachment 1.

**1.6. Copyrights.** All drawings and diagrams, unless otherwise noted, are derived from copyright © or copyrightable material of The Boeing Company. Used by permission. All rights reserved. Material used in contour charts are © 2010-2011 International Air Transport Association. All rights reserved. Reproduced under license by **USAF**. (NOTE: The information contained in the IATA ULD Technical Manual is subject to constant review in light of changing government requirements and regulations. Although every effort has been made to ensure accuracy, neither IATA nor USAF shall be held responsible for loss or damages caused by errors, omissions, misprints or misinterpretation of the contents hereof. Furthermore, IATA and USAF expressly disclaim any and all liability to any person or entity in respect of anything done or omitted, by any such person or entity in reliance on the contents of that publication or of extracts reproduced herein.

**1.7. Description. Addendum F. Boeing B777 Series.**

The B777 Series aircraft are wide-body, twin engine aircraft, designed for medium to long range. The B777 resulted in many commercial aircraft "firsts" for Boeing: first time that airliners (eight of them) partnered in design/development; first entirely computer designed; first "fly-by-wire". Three design factors led to increased capacity/range. First, the B777 incorporates extensive use of lighter weight materials (newer alloys and composites), accounting for 9-12% of the aircraft's structural weight. This, along with using "fly-by-wire" (over cable controls) realized significant weight savings. Second, the use of more efficient, quieter turbofans afforded greater performance with only two engines. The final innovation was a wider, more circular fuselage (approximately 4 ft. wider than the B767 and only about 2 ft. less than the B747), giving it greater capacity for its size. The B777 holds several distance records, and enjoys a 99.2% dispatch reliability rate. Currently, over 820 B777's have been manufactured and delivered, and almost 300 are on order.

The baseline, **B777-200**, started development in 1990, and first flew on June 1994. The FAA (for the first time) granted the B777-200 approval to fly extended-range twin-engine operations (ETOPS) concurrent with its type-certification in April of 1995. So far, there are 88 B777-200's.

The **B777-200ER**, or extended range, initially flew October 1996, and was type-certified January 1997. The B777-200ER, or IGW/HGW (Increased/High Gross Weight), incorporated higher-thrust engines, increased fuel/gross weight capacities, but otherwise remained the same as the B777-200. The B777-200ER, currently the most popular of the series, has 412 models built.

The **B777-300** was the next derivation. It flew its maiden voyage in October 1997, and was type-certified on May 1998. The B777-300 was "stretched" roughly 33 ft. to accommodate more passengers, and kept many of the same innovations from the B777-200ER, although having less range. Sixty B777-300 models have been delivered to date.

Looking for increased range, the **B777-300ER** was developed. It flew first on February 2003 and was type-certified on March 2004. It led the way for all future models by incorporating higher performance engines, raked wingtips and more fuel/gross weight capacity. With over 210 models delivered and almost 200 on order, the B777-300ER may soon outstrip the -200ER in volume.

The **B777-200LR**, or longer range, model had its first flight March 2005, and it received type-certification February 2006. It has more fuel capacity (even without 3 optional aft compartment

fuel tanks) than any previous B777 model, and a higher gross weight than all but the B777-300ER. Also known as the Worldliner, it holds the world record for distance traveled nonstop by a commercial jetliner (11,664 NM). Currently only 37 B777-200LR's have been made.

A freighter version, the **B777F**, is the latest entry into the series, having its first flight in July 2008 and only recently being type-certified in February 2009. Although 7 of the 11 currently delivered are for overseas carriers, the B777F has orders for 60 more, with half being domestic.

AMCPAM 24-2, Volume 3, Addendum F will focus primarily on the:

**B777-200**

**B777-200ER/HGW**

**B777-200LR**

**B777-300**

**B777-300ER**

**B777F**

## Chapter 2

### QUICK REFERENCE TABLES

**2.1. Ranges.** Most numbers are shown as a range, due to representing all-passenger to all-freight versions OR due to different modifications within a series/type. Also, within a series, several different engines/weight classes may exist.

**2.2. Pallets.** Unless otherwise noted, pallet information is based on the civilian pallet IATA code PAG- / P1P- type LD7 which measures 88" × 125".

#### **2.3. Table Legends.**

**2.3.1. Compartments.** Unless otherwise noted, compartments are: M=Main/Upper; F=Forward/Lower Lobe; A=Aft/Lower Lobe; B=Bulk/Lower Lobe.

**2.3.2. "X".** An "X" represents the information does NOT apply for that series/type (ex: an all-passenger version would have an "X" by Main Compartment Door)

**2.3.3. Question Mark "?".** A "?" represents that the information should apply, but no information exists in the manufacturer's technical manuals.

**2.3.4. Exclamation Point "!".** An "!" represents information that should apply, but has been derived from a reliable, but non-manufacturer source.

**2.4. After-Market Conversions.** As a reminder, individual airlines may have converted an airframe apart from the manufacturer's original specifications. These tables and the charts in the following chapters do not account for this.

**2.5. Tables.** The following tables (Tables 2.1 through 2.6) will vary with each AMCPAM 24-2, Volume 3 Addendum.

## 2.6. Tables. Addendum F. Boeing B777 Series.

Table 2.1. Cargo Planning.

Aircraft Type	Pallets (88"×125") Max Ht	Range w/ Max ACL (NM)	Maximum ACL (ST) per Leg Length (NM)				Ferry Range w/ No Cargo (NM)
			2000	2500	3000	3500	
<b>B777-200</b>	M= X, F= 6, A= 4, B= 0	3,300	60.23–63.3	60.23–63.3	60.23–63.3	56.23–59.3	7,000
<b>B777-200ER</b>	M= X, F= 6, A= 4, B= 0	5,700	62.78–65.5	62.78–65.5	62.78–65.5	62.78–65.5	9,600
<b>B777-200LR</b>	M= X, F= 6, A= 4, B= 0	7,600	70.5	70.5	70.5	70.5	9,600
<b>B777-300</b>	M= X, F= 8, A= 6, B= 0	3,650	70.6–73.6	70.6–73.6	70.6–73.6	70.6–73.6	8,300
<b>B777-300ER</b>	M= X, F= 8, A= 6, B= 0	5,650	77	77	77	77	8,400
<b>B777F</b>	M= 27, F= 6, A= 4, B= 0	4,800	114.35	114.35	114.35	114.35	9,700

Table 2.2. Passenger Planning.

Aircraft Type	Standard Seating	Max Seats (One Class)	Range w/ Max Troops (NM)	Maximum Troops per Leg Length (NM)			
				2,000	2,500	3,000	3,500
<b>B777-200</b>	375	440	4,800–5,200	375	375	375	375
<b>B777-200ER</b>	375	440	7,400–7,600	375	375	375	375
<b>B777-200LR</b>	279	375	9,200	279	279	279	279
<b>B777-300</b>	451	550	5,250	451	451	451	451
<b>B777-300ER</b>	339	451	7,800	339	339	339	339
<b>B777F</b>	X	X	X	X	X	X	X

Table 2.3. Door Clearances/Sizes.

Aircraft Type	Door Height from ground (in inches)					Door Size (W×H) (in inches)			
	Front/Side Pax	Main/Upper Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe	Main Deck	Lower Lobe FWD	Lower Lobe AFT	Bulk Lobe
<b>B777-200</b>	185 to 197	X	111 to 120	127 to 134	127 to 134	X	106 × 67	70 (opt.106) × 67	36 × 45
<b>B777-200ER</b>	185 to 197	X	111 to 120	127 to 134	127 to 137	X	106 × 67	70 (opt.106) × 67	36 × 45
<b>B777-200LR</b>	185 to 199	X	110 to 122	126 to 141	134 to 142	X	106 × 67	70 (opt.106) × 67	36 × 45
<b>B777-300</b>	185 to 197	X	111 to 120	127 to 134	127 to 137	X	106 × 67	70 (opt.106) × 67	36 × 45
<b>B777-300ER</b>	189 to 202	X	113 to 126	126 to 141	131 to 148	X	106 × 67	70 (opt.106) × 67	36 × 45
<b>B777F</b>	183 to 202	131 to 140	113 to 126	126 to 141	131 to 148	?	106 × 67	?	36 × 45

**Table 2.4. Compartment Dimensions.**

<b>Aircraft Type</b>	<b>Compartment Dimensions (L×W×H) (in inches)</b>				<b>Compartment Weight limit (lbs)</b>			
	<b>Main/Upper Deck</b>	<b>Lower Lobe FWD</b>	<b>Lower Lobe AFT</b>	<b>Bulk Lobe</b>	<b>Main/Upper Deck</b>	<b>Lower Lobe FWD</b>	<b>Lower Lobe AFT</b>	<b>Bulk Lobe</b>
<b>B777-200</b>	X	589 × ? × 67	447 × ? × 67	176 × ? × ?	X	?	?	?
<b>B777-200ER</b>	X	589 × ? × 67	447 × ? × 67	176 × ? × ?	X	?	?	?
<b>B777-200LR</b>	X	?	?	?	X	?	?	?
<b>B777-300</b>	X	799 × ? × 67	636 × ? × 67	176 × ? × ?	X	?	?	?
<b>B777-300ER</b>	X	?	?	?	X	?	?	?
<b>B777F</b>	?	?	?	?	?	?	?	?

Table 2.5. Weight Information.

Aircraft Type	Maximum Design Weight (lbs)						
	Ramp/Taxi (MTW)	T/O (MTW)	Land (MLW)	Zero Fuel (MZFW)	Oper Empty (OEW)	Max Payload	Max Cargo Vol. (FT <sup>3</sup> )
<b>B777-200</b>	508,000–537,000	506,000–535,000	441,000–445,000	420,000	293,400–299,550	120,450–126,600	5,656
<b>B777-200ER</b>	582,000–634,500	580,000–632,500	450,000–460,000	430,000	299,000–304,500	125,550–131,000	5,656
<b>B777-200LR</b>	768,000	766,000	492,000	461,000	320,000	141,000	5,656
<b>B777-300</b>	582,000–662,000	580,000–660,000	524,000	495,000	347,800–353,800	141,200–147,200	7,552
<b>B777-300ER</b>	777,000	775,000	554,000	524,000	370,000	154,000	7,552
<b>B777F</b>	768,800	766,800	575,000	547,000	318,300	228,700	22,371

Table 2.6. Airfield Suitability Information.

Aircraft Type	Max Usable Fuel (US Gal)	T/O Min RWY at MTW (FT)	LND Min RWY at MLW (FT)	Parking Ramp Footprint (L×W)	Electrical (Ground Op's & Maintenance)	Air (Starting) (SL, Std Day)	Gear Type
							New FAA / USAF
<b>B777-200</b>	31,000	6,500–7,200	5,100	209' 1" × 199' 11"	115/200V 3-ph, 400 Hz 90 KVA	3" Min-47PSIA Max-60PSIA 232° C	3D/TDT / --
<b>B777-200ER</b>	45,220	7,300–9,250	5,300	209' 1" × 199' 11"	115/200V 3-ph, 400 Hz 90 KVA	3" Min-47PSIA Max-60PSIA 232° C	3D/TDT / --
<b>B777-200LR</b>	47,890	9,100–10,100	5,550	209' 1" × 212' 7"	115/200V 3-ph, 400 Hz 90 KVA	3" Min-47PSIA Max-60PSIA 232° C	3D/TDT / --
<b>B777-300</b>	44,700	8,000–12,200	6,000	242' 4" × 199' 11"	115/200V 3-ph, 400 Hz 90 KVA	3" Min-47PSIA Max-60PSIA 232° C	3D/TDT / --
<b>B777-300ER</b>	47,890	10,000	6,150	242' 4" × 212' 7"	115/200V 3-ph, 400 Hz 90 KVA	3" Min-47PSIA Max-60PSIA 232° C	3D/TDT / --
<b>B777F</b>	47,890	9,250–10,250	6,150	209' 1" × 212' 7"	115/200V 3-ph, 400 Hz 90 KVA	3" Min-47PSIA Max-60PSIA 232° C	3D/TDT / --

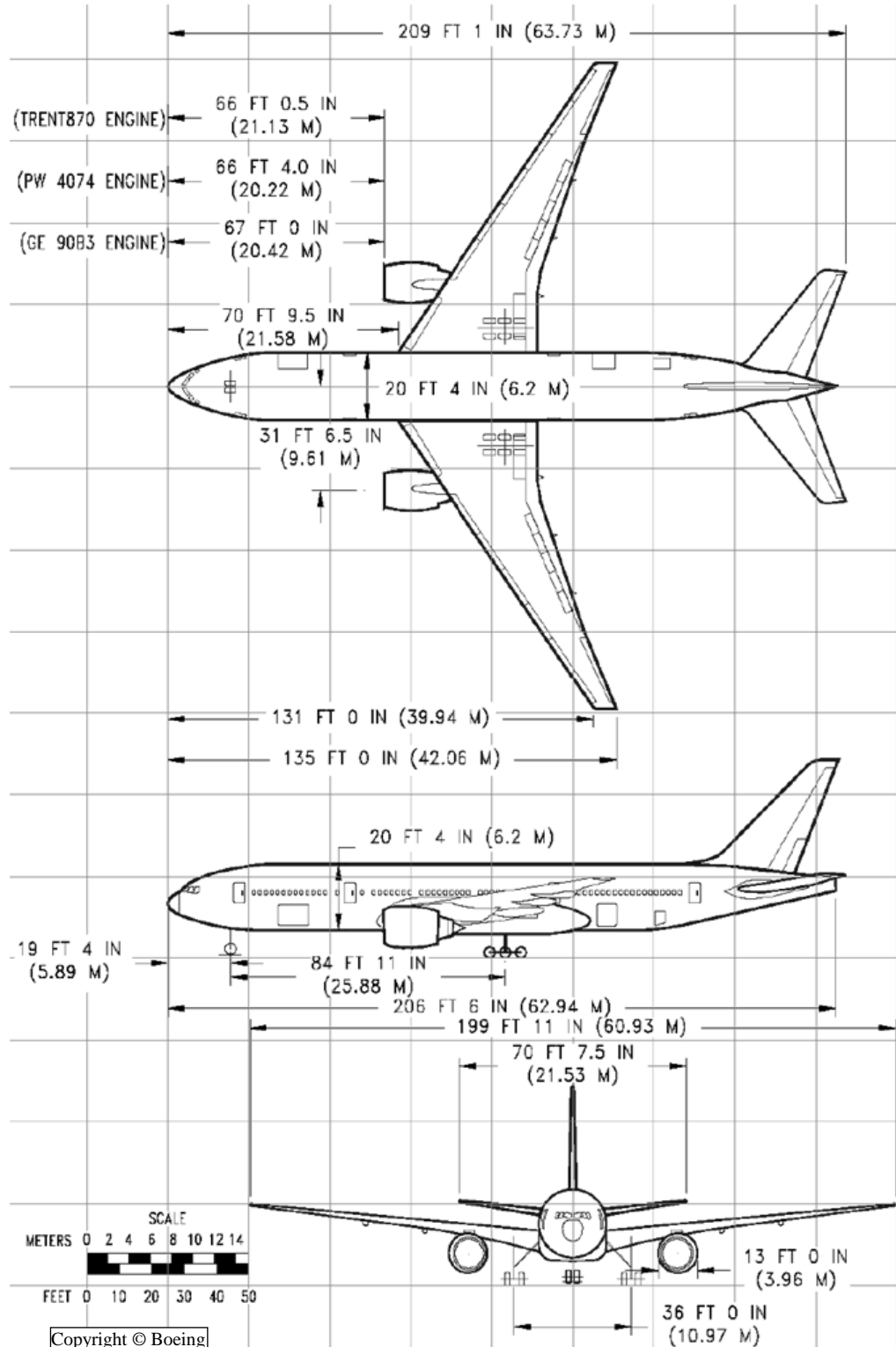
### Chapter 3

#### B777-200 (also B777-200ER/HGW)

#### 3.1. DIMENSIONS.

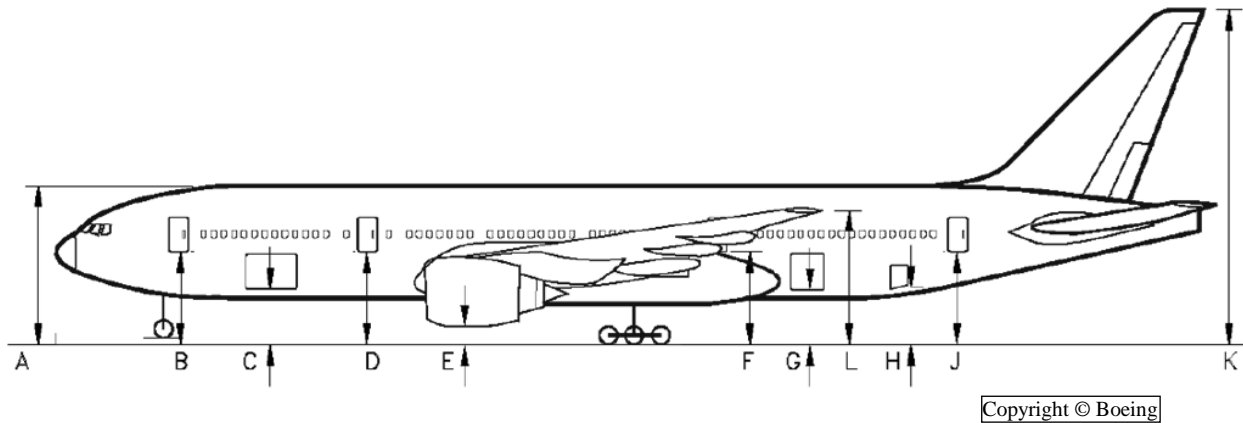
##### 3.1.1. General Dimensions.

Figure 3.1. General Dimensions B777-200.



### 3.1.2. Ground Clearance.

Figure 3.2. Ground Clearance B777-200.



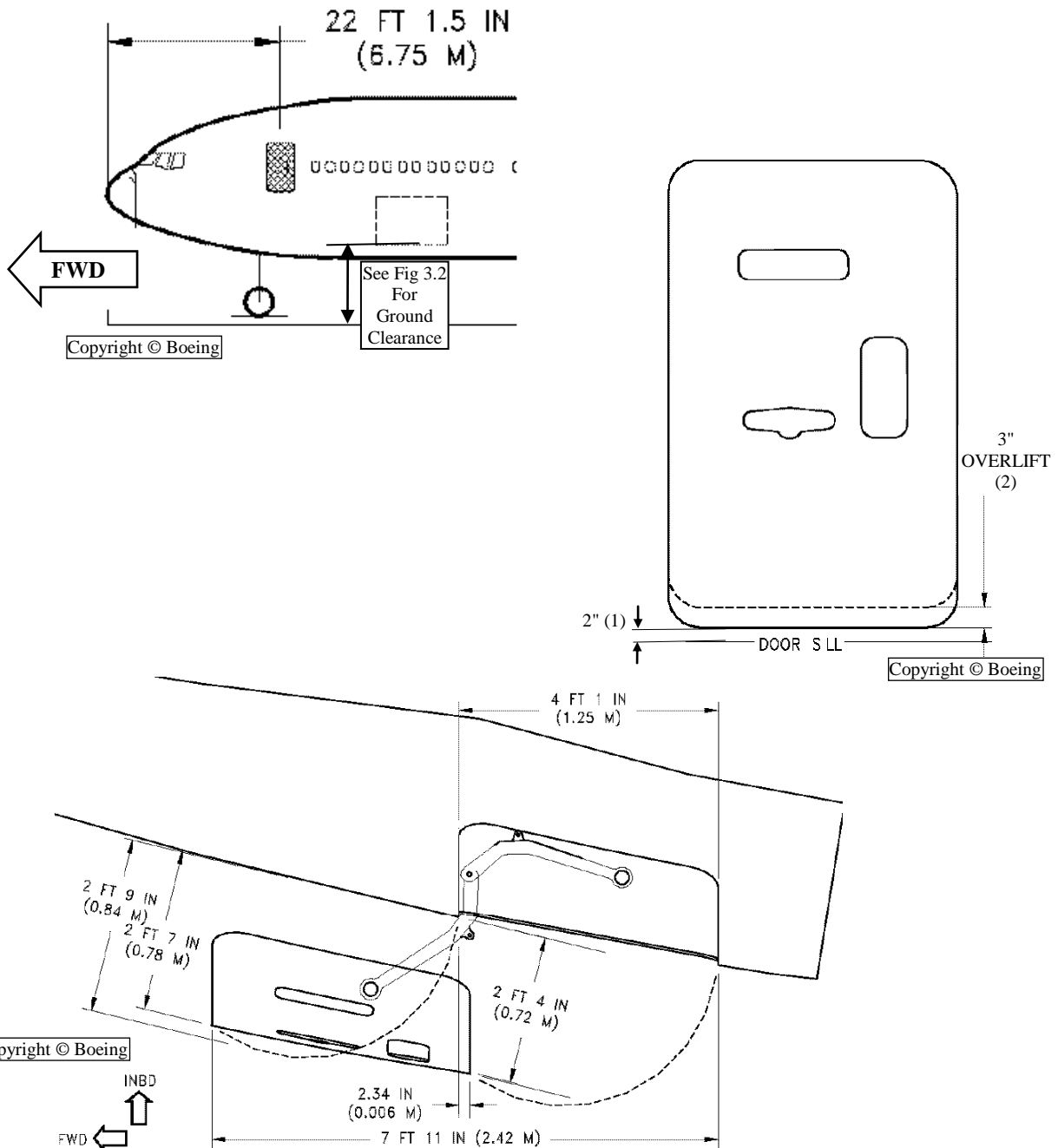
Vertical Clearances				
DOOR		Min		Max
	A	27' 6"		28' 6"
Pax/Crew	B	15' 5"		16' 5"
FWD	C	9' 3"		10' 0"
	D	16' 0"		16' 7"
(PW engine)	E	3' 2"		3' 5"
(GE engine)	E	2' 10"		3' 1"
(RR engine)	E	3' 7"		3' 10"
	F	16' 10"		17' 4"
AFT (w/ large door)	G	10' 7"		11' 2"
AFT (w/ small door)	G	10' 6"		11' 2"
BULK	H	10' 7"		11' 5"
	J	17' 4"		18' 2"
	K	60' 5"		61' 6"
	L	23' 6"		24' 6"

### 3.2. COMPARTMENT CONFIGURATIONS.

#### 3.2.1. MAIN/PASSENGER COMPARTMENT.

##### 3.2.1.1. Pax/Crew Door.

Figure 3.3. Pax/Crew Door B777-200.

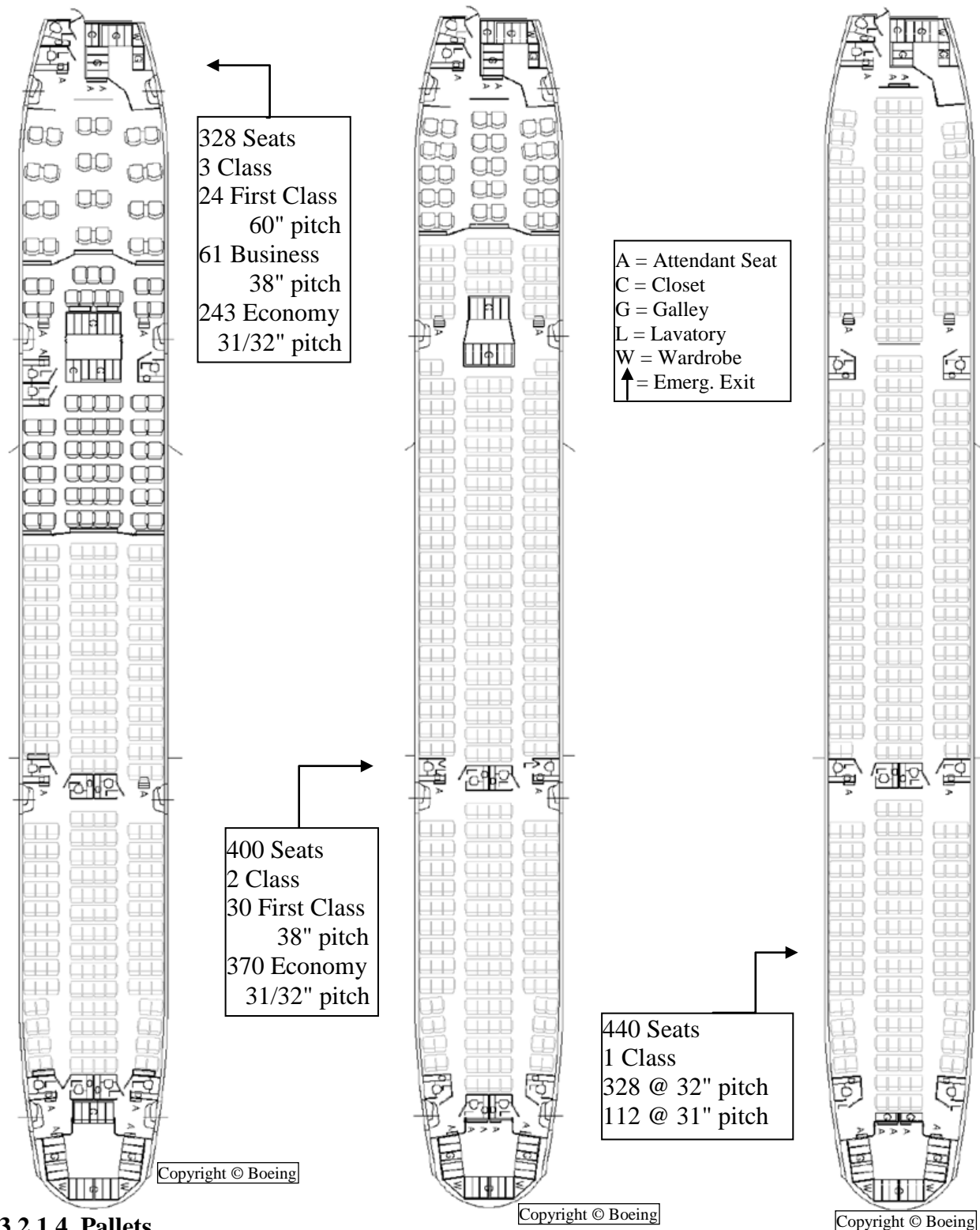


##### 3.2.1.2. Main Door.

N/A this model

### 3.2.1.3. Compartment Dimensions.

Figure 3.4. Typical Passenger Configurations B777-200.



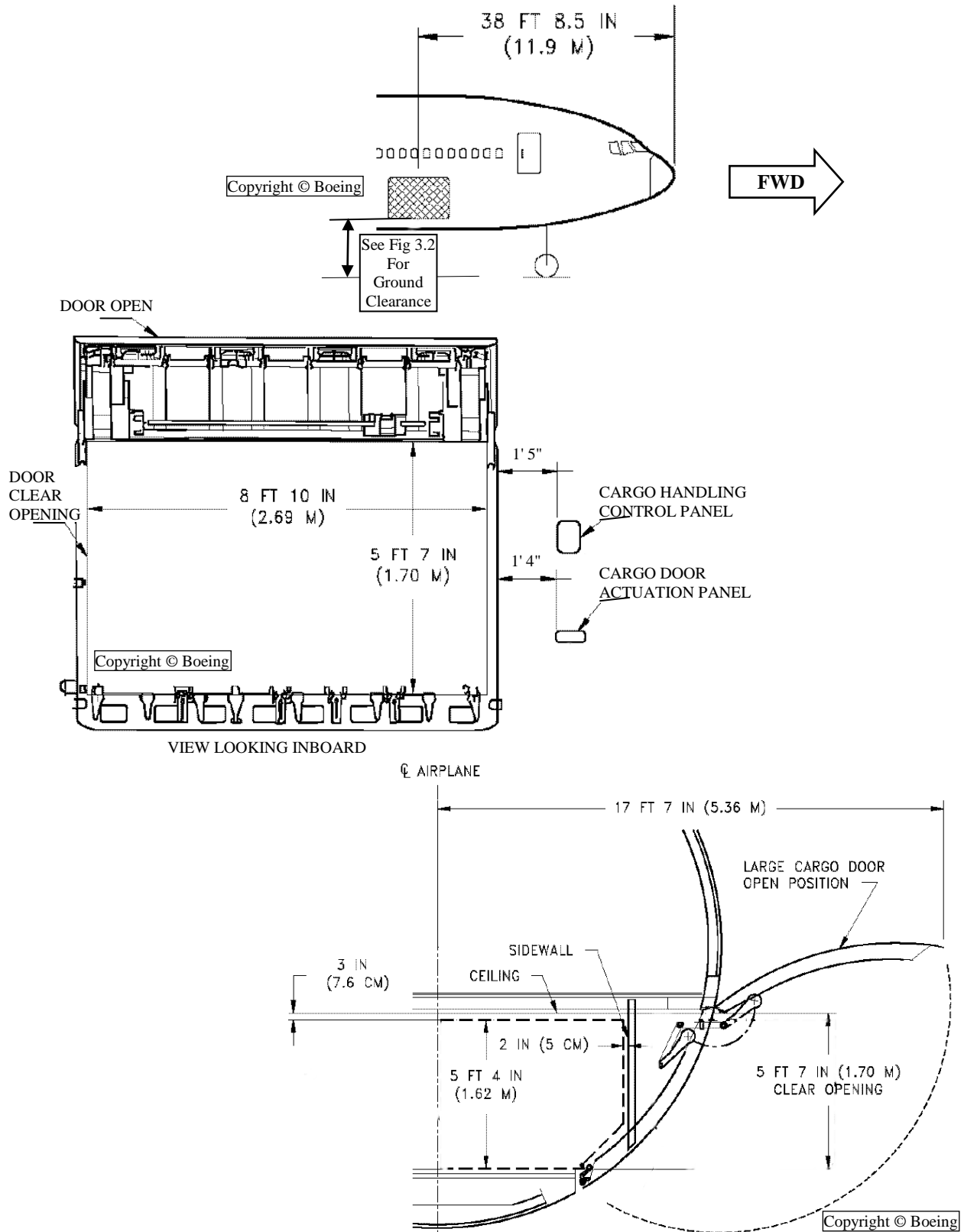
### 3.2.1.4. Pallets.

N/A this model

### 3.2.2. FORWARD COMPARTMENT.

#### 3.2.2.1. Door.

Figure 3.5. Forward Compartment Door B777-200.



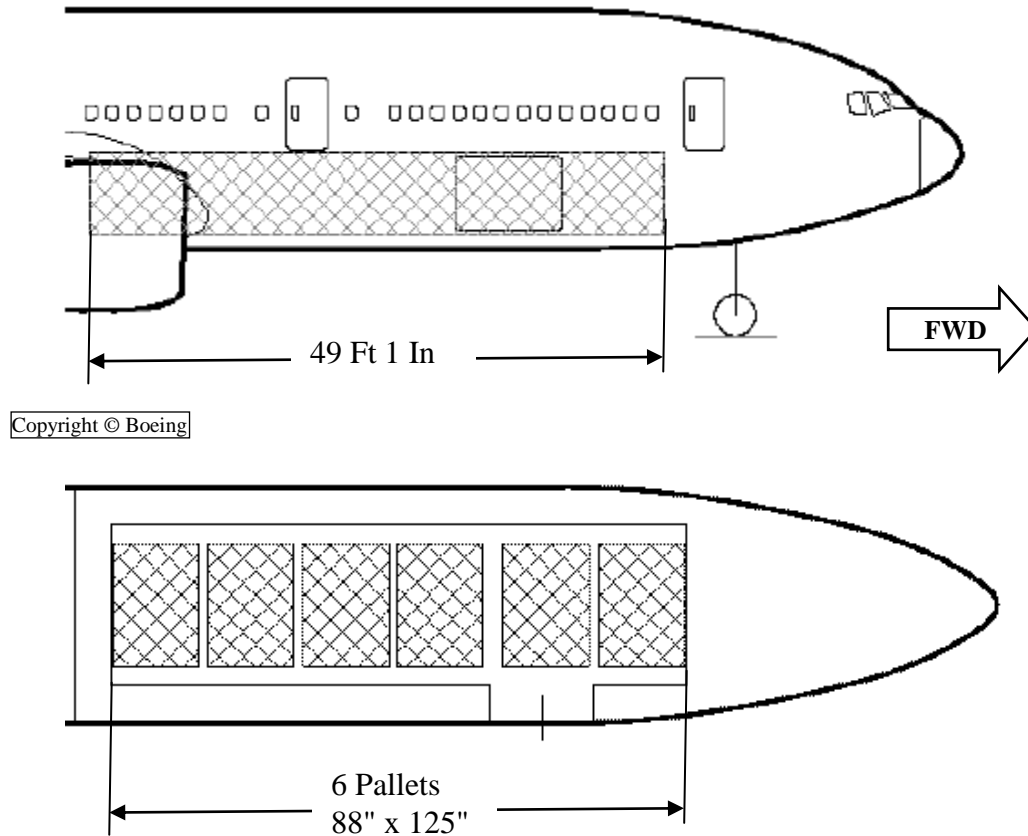
**3.2.2.2. Compartment Dimensions.**

No manufacturer diagrams available.

**3.2.2.3. Pallets.**

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

**Figure 3.6. Forward Compartment Cargo Configurations B777-200.**



### 3.2.3. AFT COMPARTMENT.

#### 3.2.3.1. Door.

(Note: Small and Large Aft Door Options Available on B777-200)

Figure 3.7. Small Aft Compartment Door B777-200.

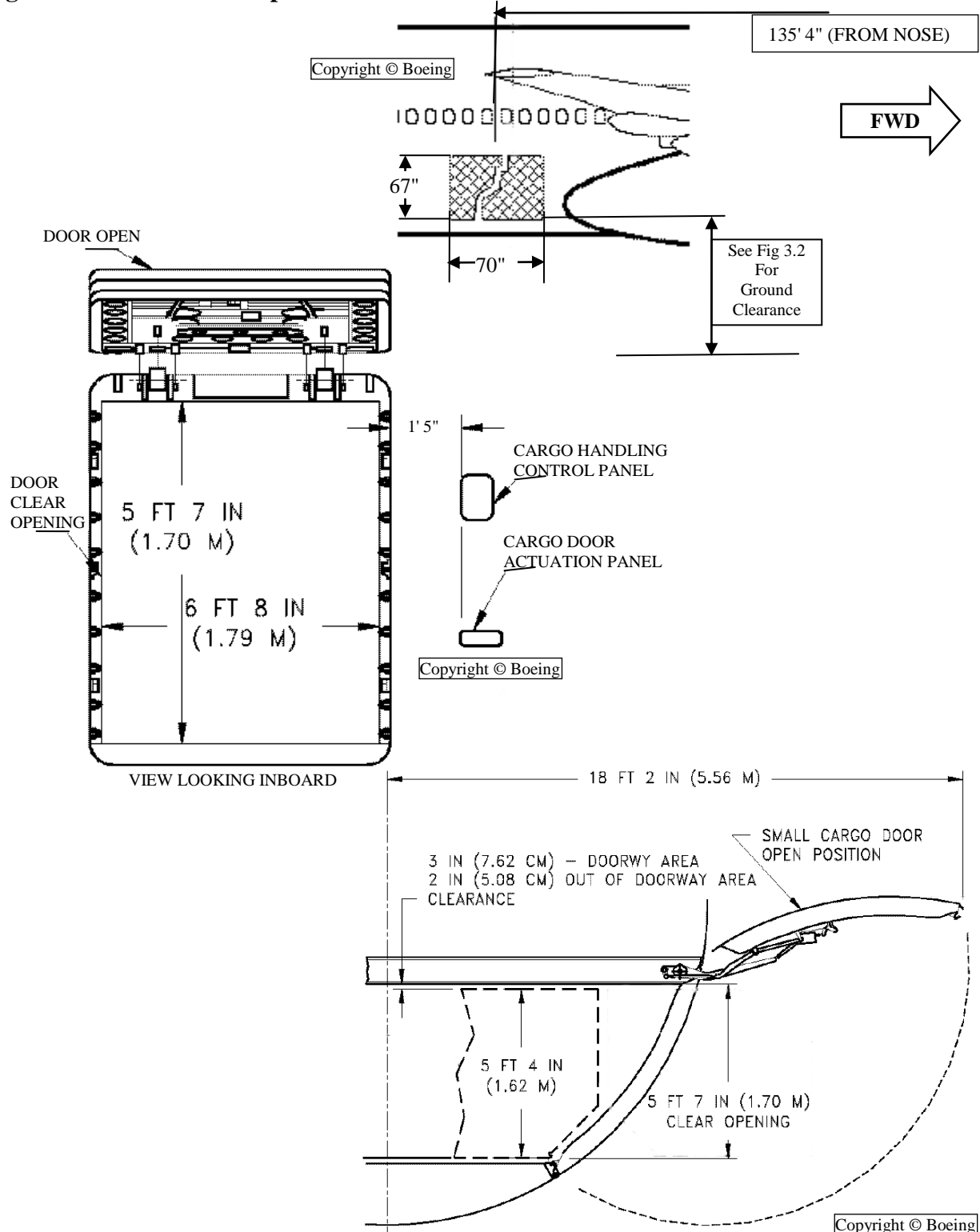
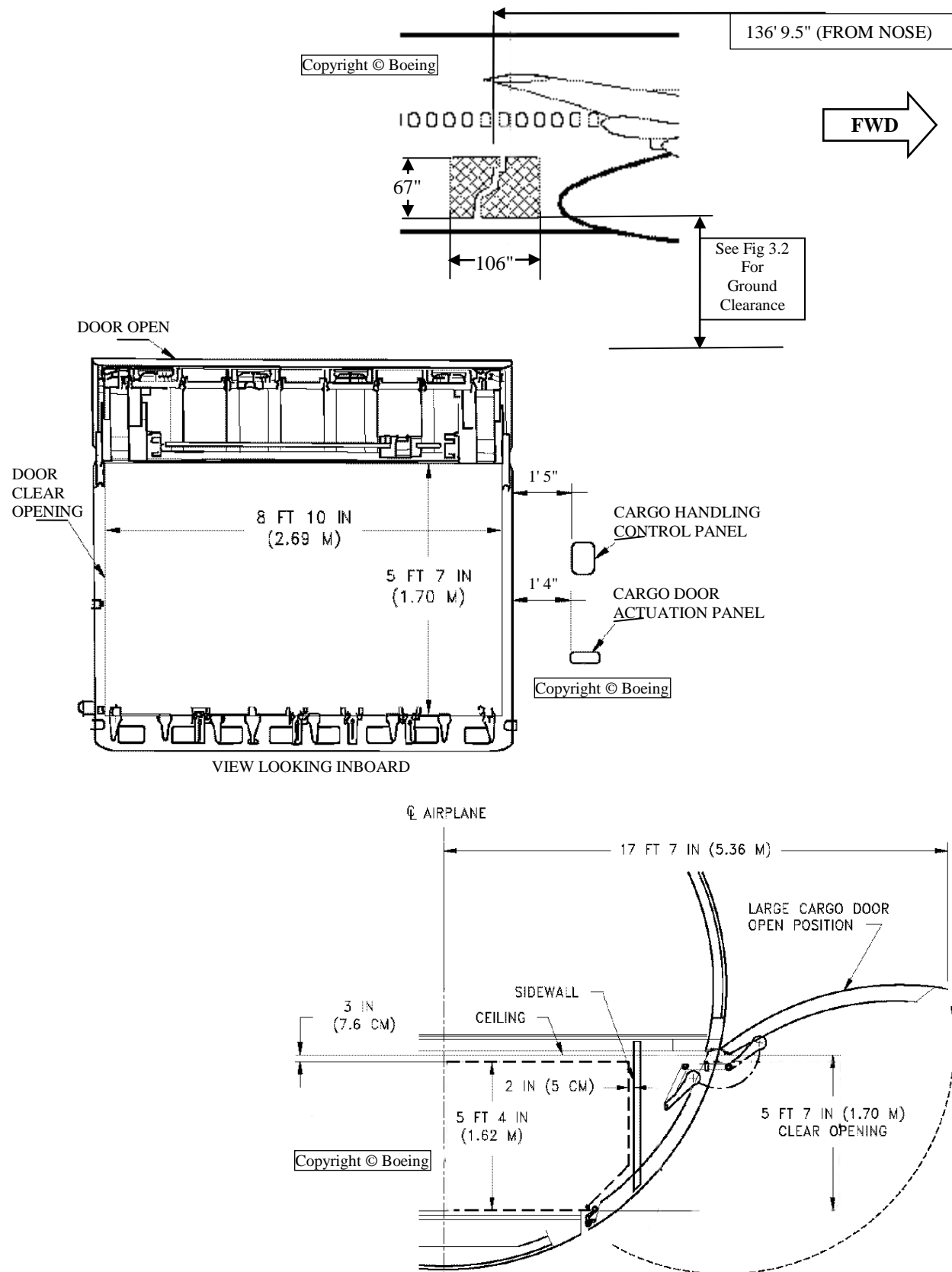


Figure 3.8. Large Aft Compartment Door B777-200.



### 3.2.3.2. Compartment Dimensions.

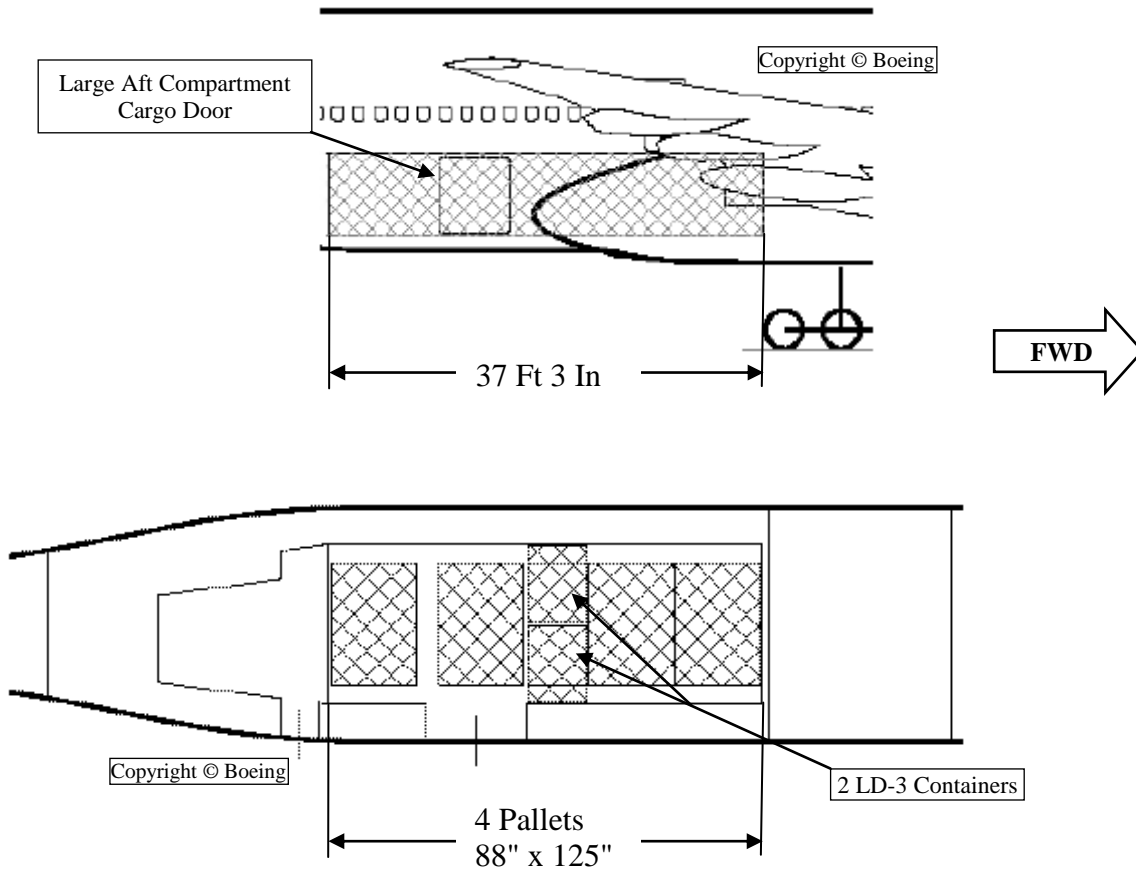
No manufacturer diagrams available.

### 3.2.3.3. Pallets.

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

**(Note: Pallets can only be loaded if Large Aft Door installed)**

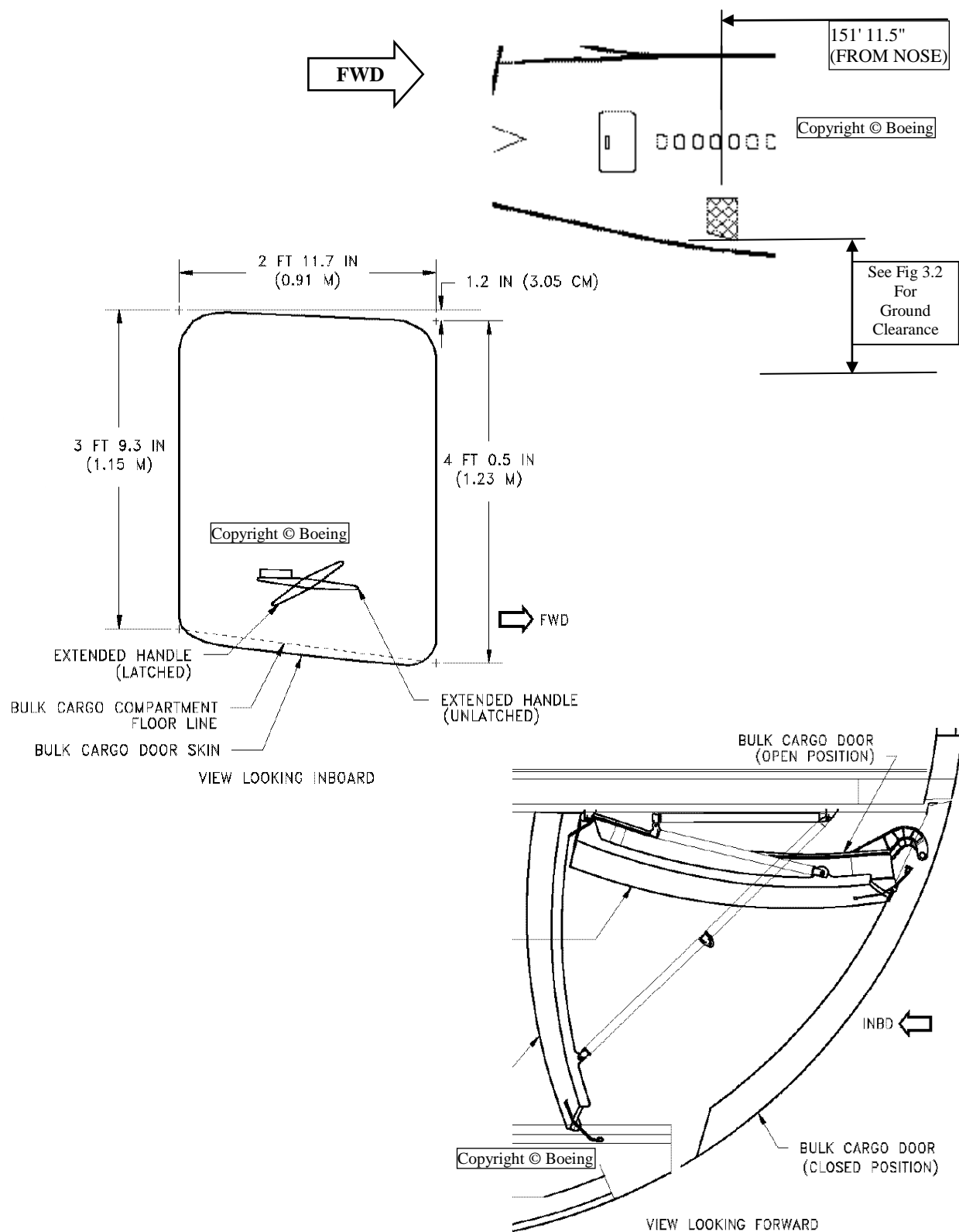
**Figure 3.9. Aft Compartment Cargo Configurations B777-200.**



### 3.2.4. BULK COMPARTMENT.

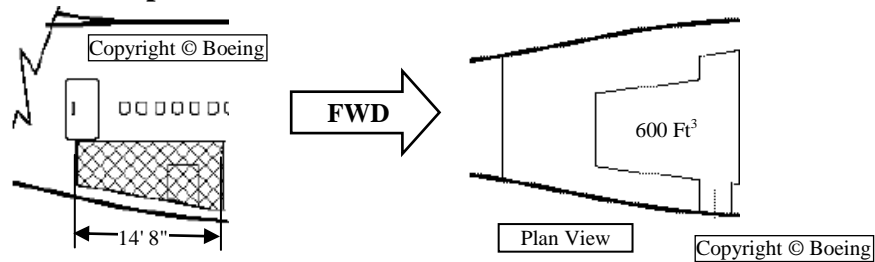
#### 3.2.4.1. Door.

Figure 3.10. Bulk Compartment Door B777-200.



### 3.2.4.2. Compartment Dimensions.

Figure 3.11. Bulk Compartment Dimensions B777-200.

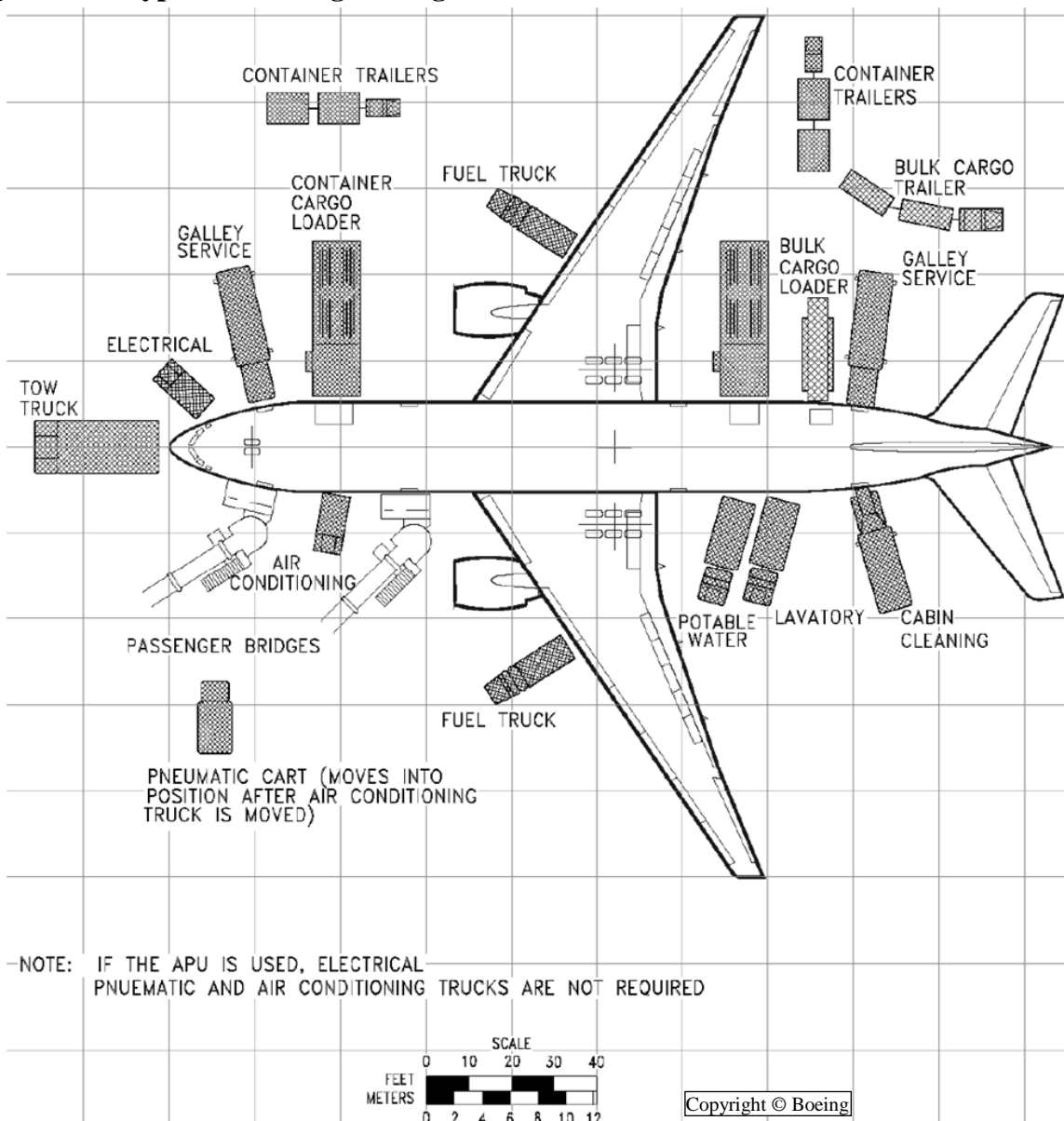


3.2.4.3. Pallets. 88" x 125" pallets cannot be loaded in this compartment.

## 3.3. SERVICING DIAGRAMS.

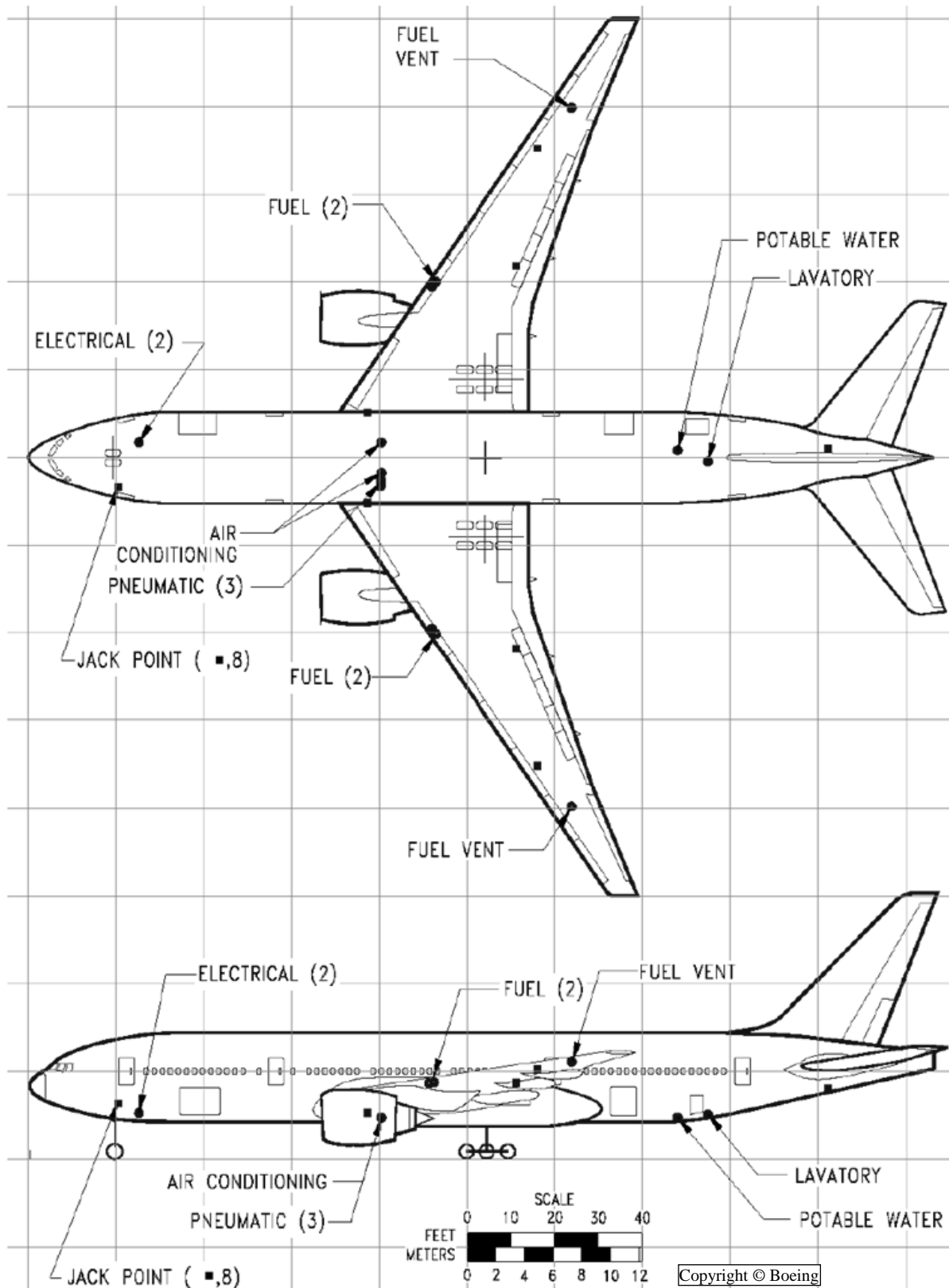
### 3.3.1. Servicing.

Figure 3.12. Typical Servicing Arrangement B777-200.



### 3.3.2. Ground Connections.

Figure 3.13. Ground Service Connections B777-200.



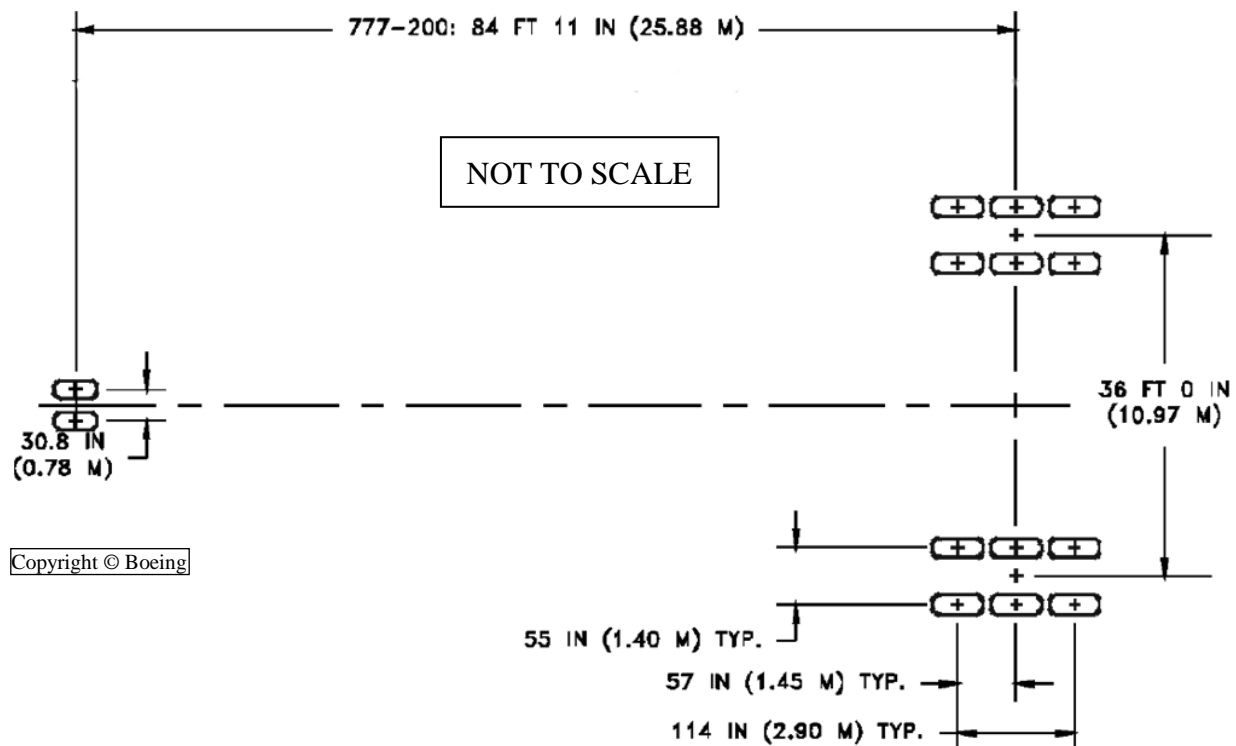
### 3.4. AIRFIELD SUITABILITY.

#### 3.4.1. Landing Gear Footprint.

Figure 3.14. Landing Gear Footprint B777-200.

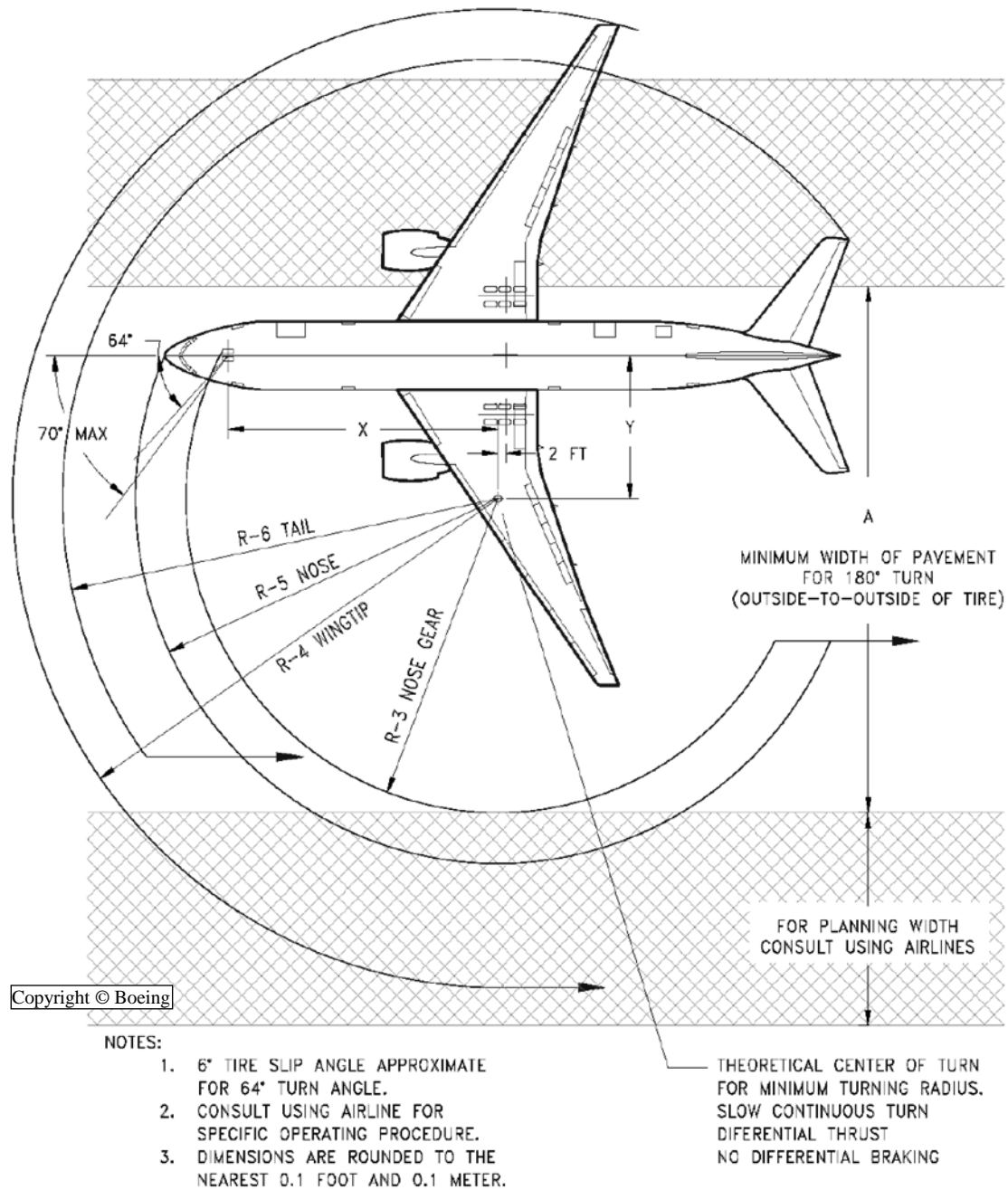
	<b>B777-200</b>	
Max Taxi Wt.	447,000 lb (202,760 kg)	547,000 lb (248,120 kg)
Nose Gear Tire Size	42 x 17 R18 26 PR	
Nose Gear Tire Press.	190 psi (13.36 kg/cm <sup>2</sup> )	195 psi (13.71 kg/cm <sup>2</sup> )
Main Gear Tire Size	50 x 20 R22 26 PR	50 x 20 R22 32 PR
Main Gear Tire Press.	149 psi (10.48 kg/cm <sup>2</sup> )	182 psi (12.8 kg/cm <sup>2</sup> )

	<b>B777-200ER</b>			
Max Taxi Wt.	557,000 lb (252,650 kg)	634,000 lb (287,580 kg)	650,000 lb (294,840 kg)	658,000 lb (298,460 kg)
Nose Gear Tire Size	42 x 17 R18 26 PR			
Nose Gear Tire Press.	200 psi (14.06 kg/cm <sup>2</sup> )			
Main Gear Tire Size	50 x 20 R22 32 PR			
Main Gear Tire Press.	186 psi (13.08 kg/cm <sup>2</sup> )	205 psi (14.41 kg/cm <sup>2</sup> )		



### 3.4.2. Minimum Turning Radii.

Figure 3.15. Minimum Turning Radii B777-200.



	For an effective Turn Angle of 64°						
Dimension	X	Y	A	R3	R4	R5	R6
Distance	82.9' (25.3m)	40.4' (12.3m)	155.8' (47.5m)	94.3' (28.7m)	144.9' (44.2m)	110.0' (33.5m)	131.0' (39.9m)

### 3.4.3. Parking Footprint.

No manufacturer diagrams available.

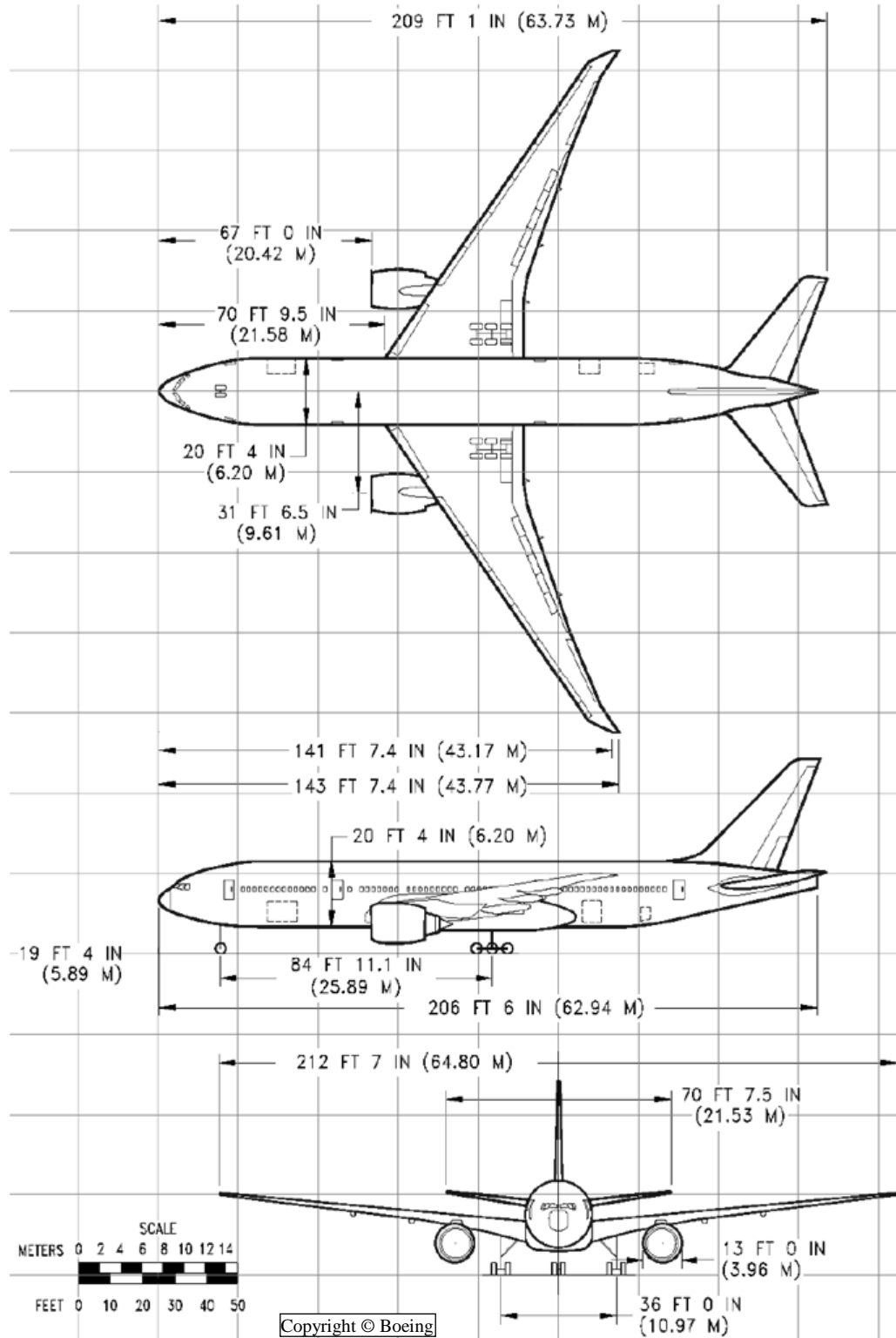
## Chapter 4

### B777-200LR

#### 4.1. DIMENSIONS.

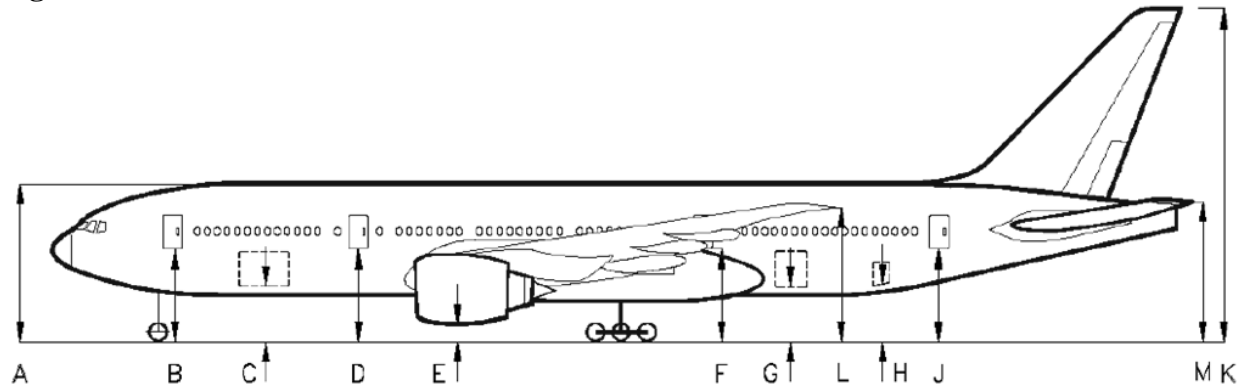
##### 4.1.1. General Dimensions.

Figure 4.1. General Dimensions B777-200LR.



#### 4.1.2. Ground Clearance.

Figure 4.2. Ground Clearance B777-200LR.



Copyright © Boeing

Vertical Clearances				
DOOR		Min		Max
	A	27' 5"		28' 7"
Pax/Crew	B	15' 5"		16' 7"
FWD	C	9' 2"		10' 2"
	D	15' 11"		16' 10"
	E	2' 4"		2' 10"
	F	16' 10"		17' 5"
AFT (large/small door)	G	10' 6"		11' 9"
BULK	H	11' 2"		11' 10"
	J	17' 5"		18' 1"
	K	60' 8"		61' 6"
	L	23' 6"		24' 7"
	M	26' 2"		27' 5"

## 4.2. COMPARTMENT CONFIGURATIONS.

### 4.2.1. MAIN/PASSENGER COMPARTMENT.

#### 4.2.1.1. Pax/Crew Door.

Same as for B777-200. See: [Figure 3.3. Pax/Crew Door B777-200.](#)

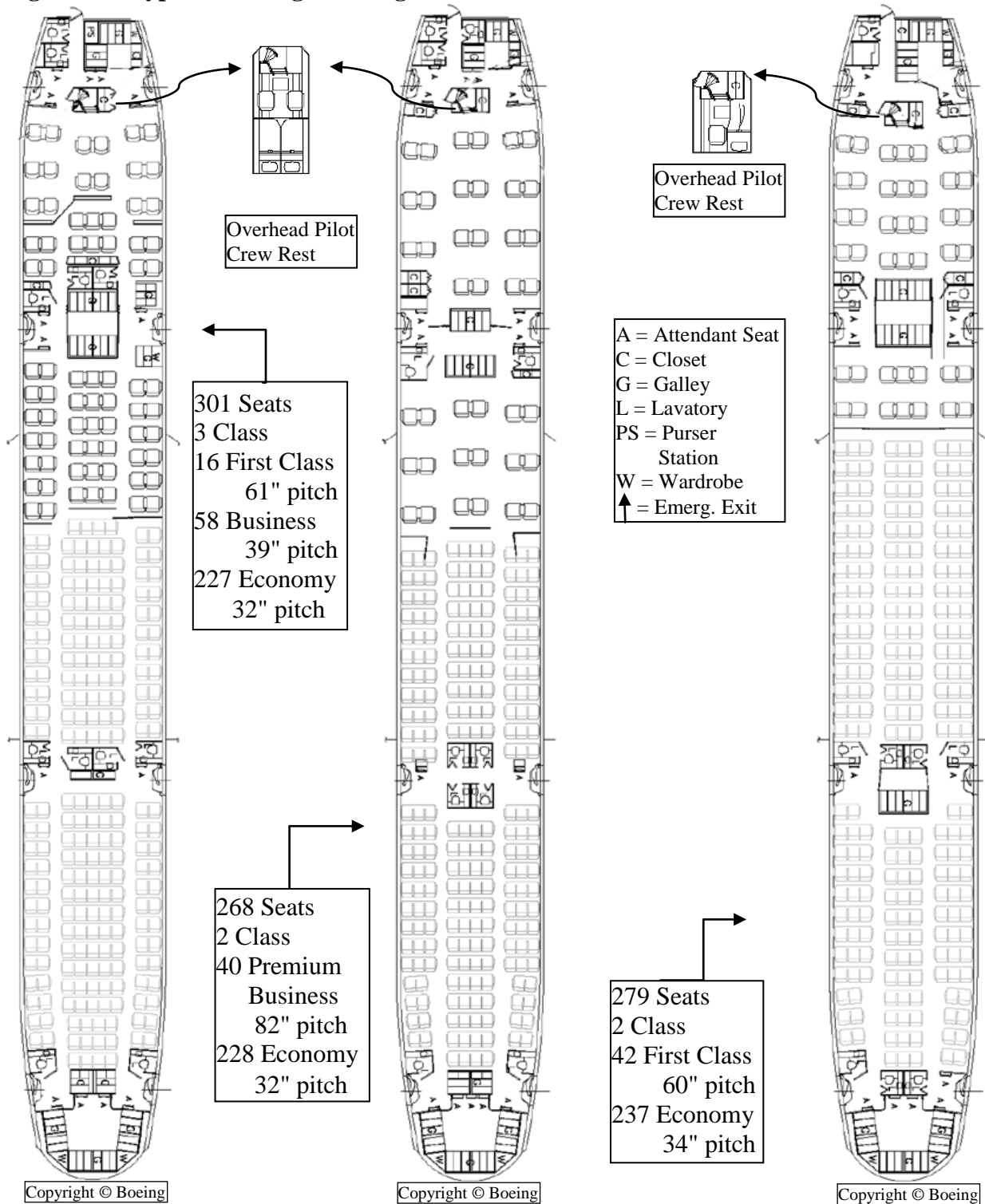
(Note: Refer to [Figure 4.2](#) for Ground Clearance)

#### 4.2.1.2. Main Door.

N/A this model

#### 4.2.1.3. Compartment Dimensions.

Figure 4.3. Typical Passenger Configurations B777-200LR.



#### 4.2.1.4. Pallets.

N/A this model

**4.2.2. FORWARD COMPARTMENT.****4.2.2.1. Door.**

Same as for B777-200. See: [Figure 3.5. Forward Compartment Door B777-200.](#)

(Note: Refer to [Figure 4.2](#) for Ground Clearance)

**4.2.2.2. Compartment Dimensions.**

No manufacturer diagrams available.

**4.2.2.3. Pallets.**

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

Same as for B777-200. See: [Fig. 3.6. Forward Compt Cargo Config's B777-200.](#)

**4.2.3. AFT COMPARTMENT.****4.2.3.1. Door.**

**(Note: Small and Large Aft Door Options Available on B777-200LR)**

(Note: Refer to [Figure 4.2](#) for Ground Clearance)

Same as for B777-200. See: [Figure 3.7. Small Aft Compartment Door B777-200.](#)

(Note: Dist. from Small Aft Door to Nose of the B777-200LR is 135' 4")

Same as for B777-200. See: [Figure 3.8. Large Aft Compartment Door B777-200.](#)

(Note: Dist. from Large Aft Door to Nose of B777-200LR is 136' 9.5")

**4.2.3.2. Compartment Dimensions.**

No manufacturer diagrams available.

**4.2.3.3. Pallets.**

**(Note: Pallets can only be loaded if Large Aft Door installed)**

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

Same as for B777-200. See: [Figure 3.9. Aft Compt Cargo Config's B777-200.](#)

**4.2.4. BULK COMPARTMENT.****4.2.4.1. Door.**

Same as for B777-200. See: [Figure 3.10. Bulk Compartment Door B777-200.](#)

(Note: Refer to [Figure 4.2](#) for Ground Clearance)

(Note: Dist. from Bulk Door to Nose of the B777-200LR is 151' 11.5")

**4.2.4.2. Compartment Dimensions.**

Same as for B777-200. See: [Figure 3.11. Bulk Compt Dimensions B777-200.](#)

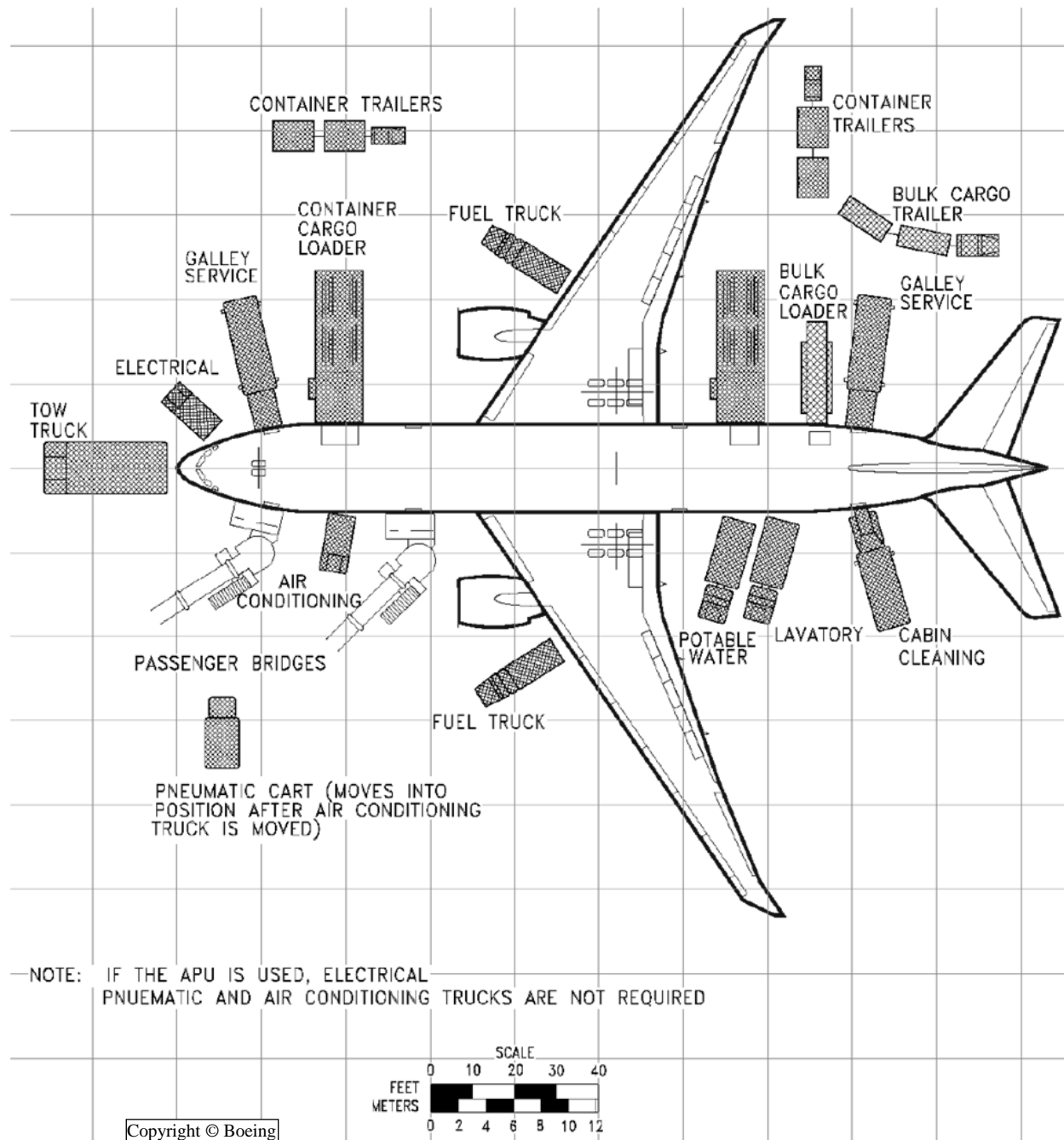
**4.2.4.3. Pallets.**

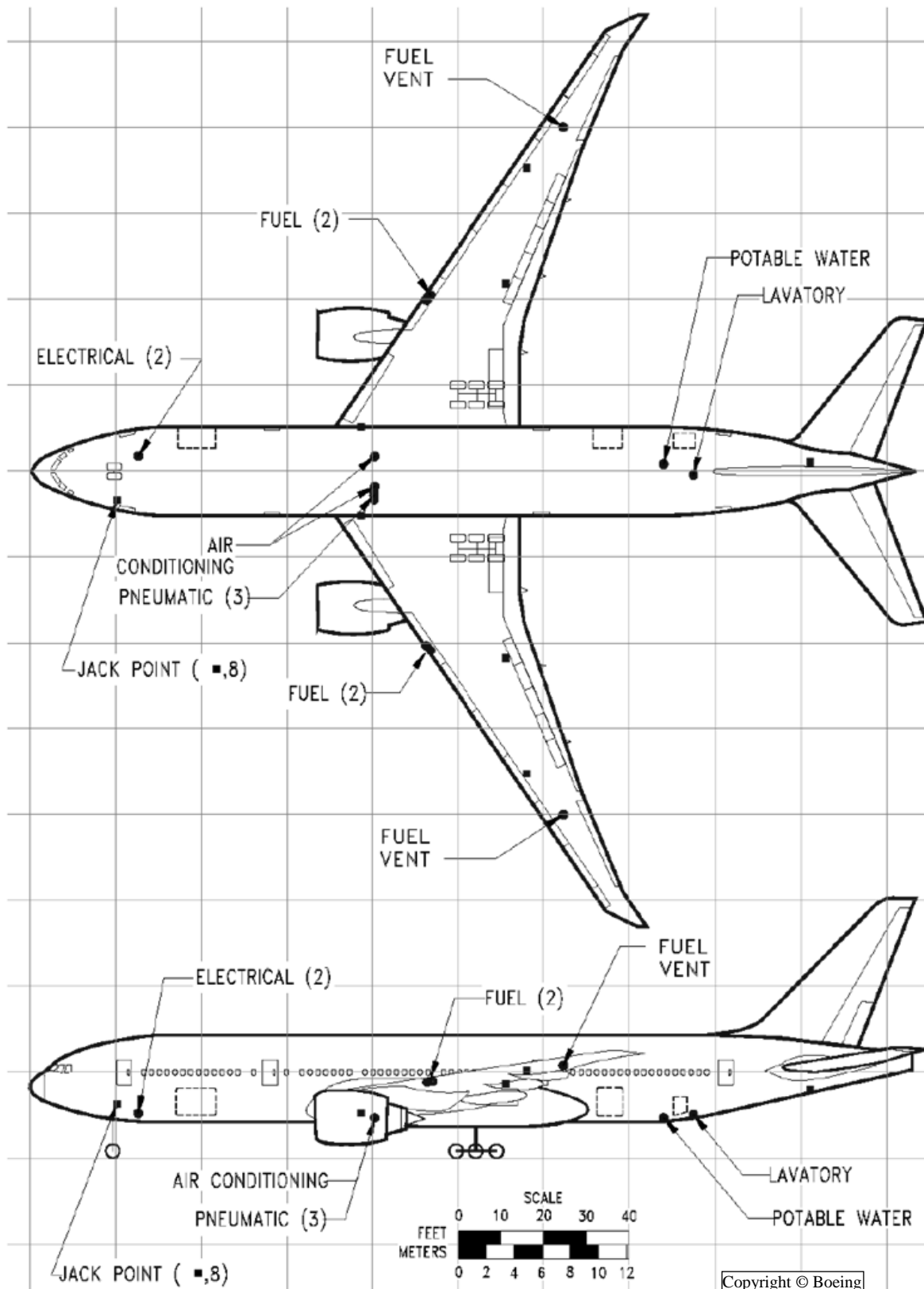
88" x 125" pallets cannot be loaded in this compartment.

### 4.3. SERVICING DIAGRAMS.

#### 4.3.1. Servicing.

Figure 4.4. Typical Servicing Arrangement B777-200LR.



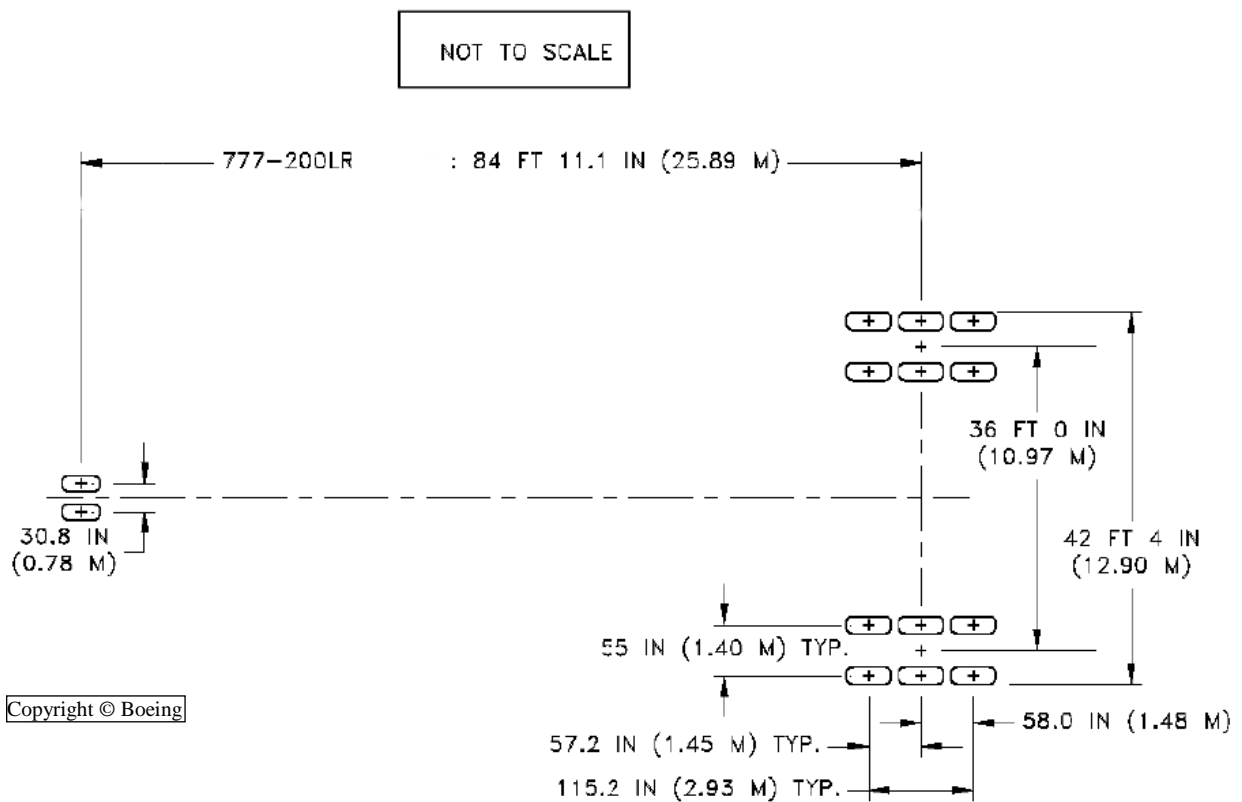
**4.3.2. Ground Connections.****Figure 4.5. Ground Service Connections B777-200LR.**

#### 4.4. AIRFIELD SUITABILITY.

##### 4.4.1. Landing Gear Footprint.

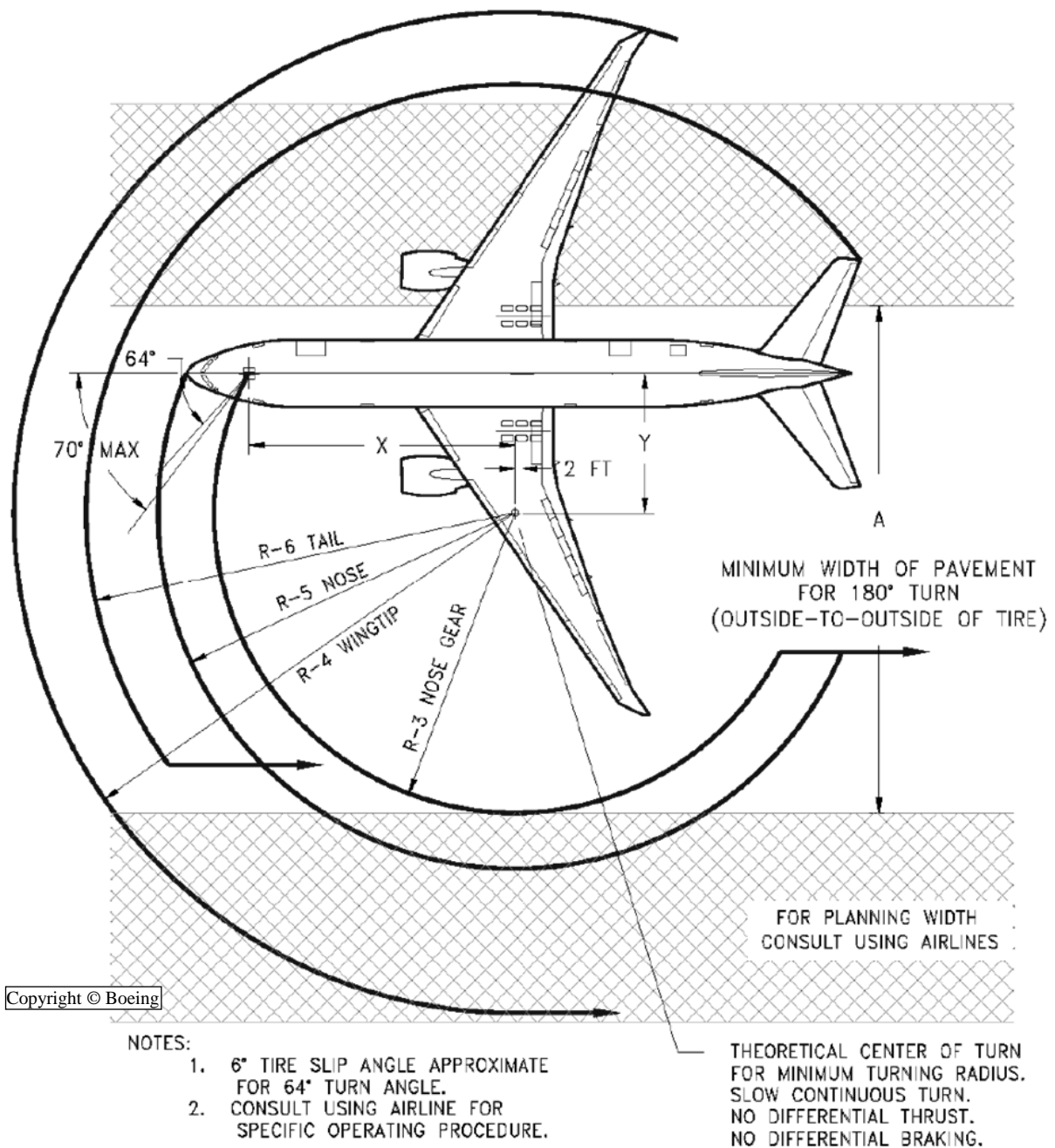
**Figure 4.6. Landing Gear Footprint B777-200LR.**

	<b>B777-200LR</b>
Max Taxi Wt.	768,000 lb (348,358 kg)
Nose Gear Tire Size	43 x 17.5 R17 32 PR
Nose Gear Tire Press.	218 psi (15.3 kg/cm <sup>2</sup> )
Main Gear Tire Size	52 x 21 R22 36 PR
Main Gear Tire Press.	218 psi (15.3 kg/cm <sup>2</sup> )



#### 4.4.2. Minimum Turning Radii.

Figure 4.7. Minimum Turning Radii B777-200LR.



	For an effective Turn Angle of 64°						
Dimension	X	Y	A	R3	R4	R5	R6
Distance	82.9' (25.3m)	40.4' (12.3m)	157.4' (48.0m)	96.0' (29.3m)	151.9' (46.3m)	111.8' (34.1m)	129.4' (39.4m)

#### 4.4.3. Parking Footprint.

No manufacturer diagrams available.

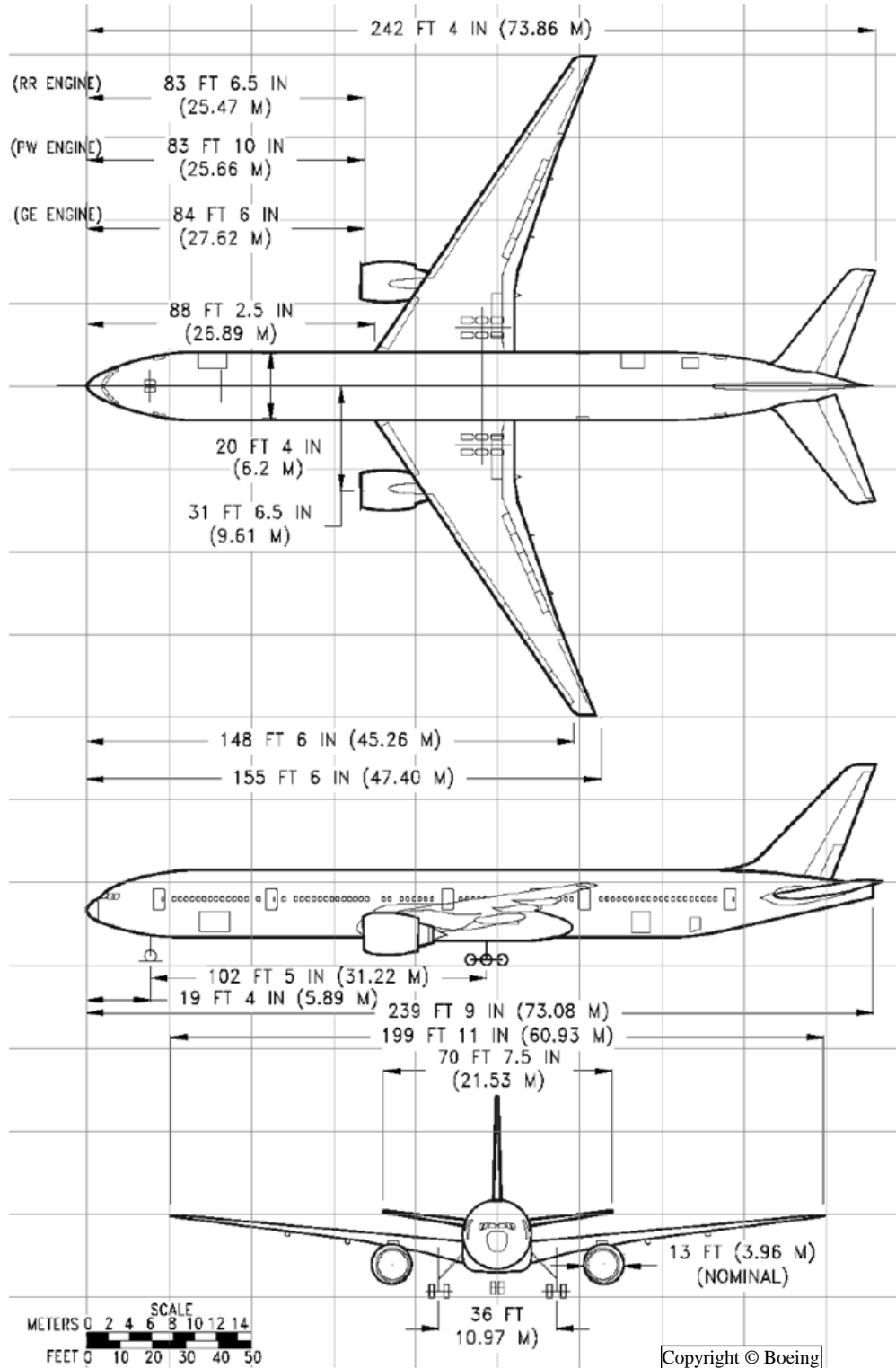
## Chapter 5

### B777-300

#### 5.1. DIMENSIONS.

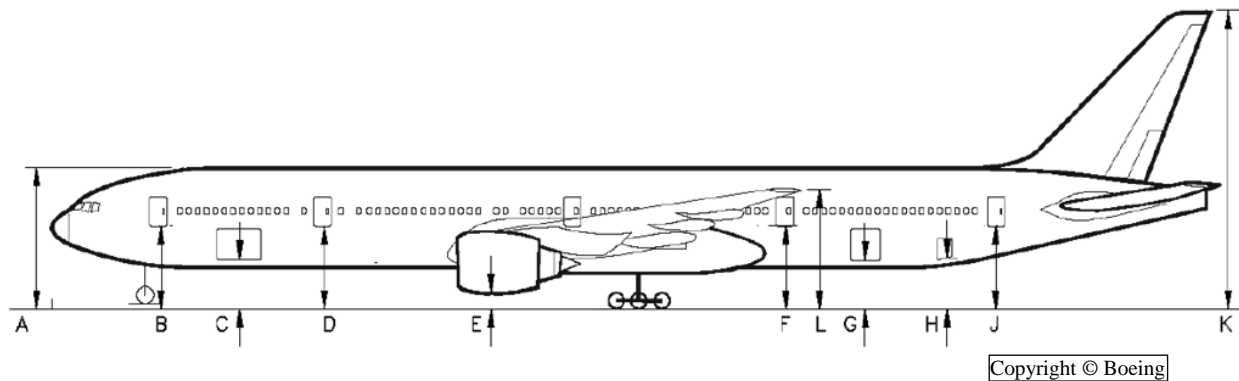
##### 5.1.1. General Dimensions.

Figure 5.1. General Dimensions B777-300.



### 5.1.2. Ground Clearance.

**Figure 5.2. Ground Clearance B777-300.**



Vertical Clearances				
DOOR		Min		Max
	A	27' 6"		28' 6"
Pax/Crew	B	15' 5"		16' 5"
FWD	C	9' 3"		10' 0"
	D	16' 0"		16' 7"
(PW engine)	E	3' 2"		3' 5"
(GE engine)	E	2' 10"		3' 1"
(RR engine)	E	3' 7"		3' 10"
	F	16' 10"		17' 4"
AFT (w/ large door)	G	10' 7"		11' 2"
AFT (w/ small door)	G	10' 6"		11' 2"
BULK	H	10' 7"		11' 5"
	J	17' 4"		18' 2"
	K	60' 5"		61' 6"
	L	23' 6"		24' 6"

## 5.2. COMPARTMENT CONFIGURATIONS.

### 5.2.1. MAIN/PASSENGER COMPARTMENT.

#### 5.2.1.1. Pax/Crew Door.

Same as for B777-200. See: [Figure 3.3. Pax/Crew Door B777-200.](#)

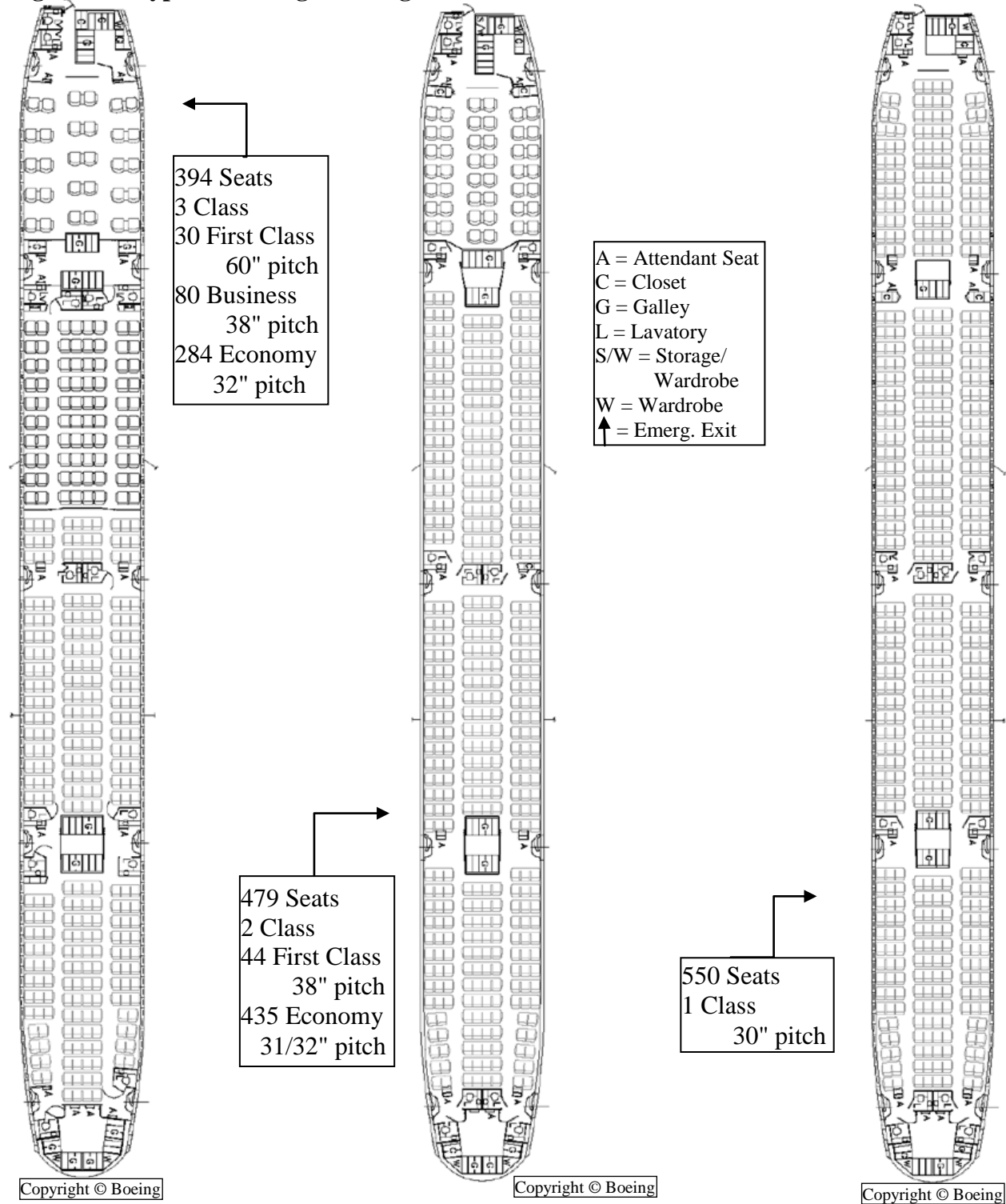
(Note: Refer to [Figure 5.2](#) for Ground Clearance)

#### 5.2.1.2. Main Door.

N/A this model

### 5.2.1.3. Compartment Dimensions.

Figure 5.3. Typical Passenger Configurations B777-300.



### 5.2.1.4. Pallets.

N/A this model

## 5.2.2. FORWARD COMPARTMENT.

### 5.2.2.1. Door.

Same as for B777-200. See: [Figure 3.5. Forward Compartment Door B777-200.](#)

(Note: Refer to [Figure 5.2](#) for Ground Clearance)

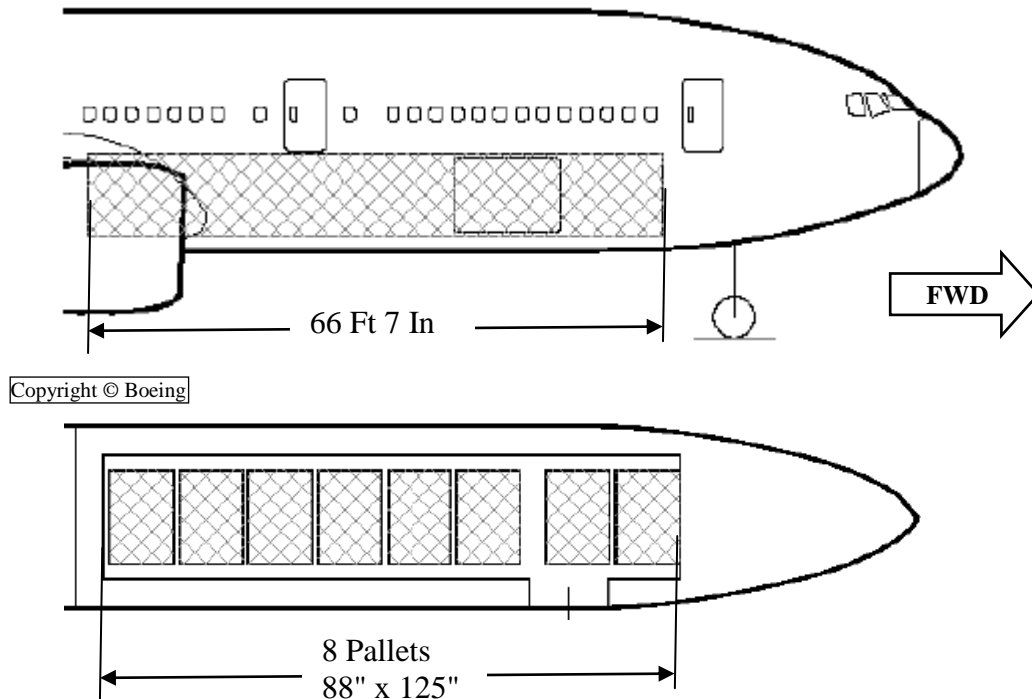
### 5.2.2.2. Compartment Dimensions.

No manufacturer diagrams available.

### 5.2.2.3. Pallets.

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

**Figure 5.4. Forward Compartment Cargo Configurations B777-300.**



## 5.2.3. AFT COMPARTMENT.

### 5.2.3.1. Door.

**(Note: Small and Large Aft Door Options Available on B777-300)**

(Note: Refer to [Figure 5.2](#) for Ground Clearance)

Same as for B777-200. See: [Figure 3.7. Small Aft Compartment Door B777-200.](#)

(Note: Distance from Small Aft Door to Nose of the B777-300 is 168' 7")

Same as for B777-200. See: [Figure 3.8. Large Aft Compartment Door B777-200.](#)

(Note: Distance from Large Aft Door to Nose of B777-300 is 170' 0.5")

### 5.2.3.2. Compartment Dimensions.

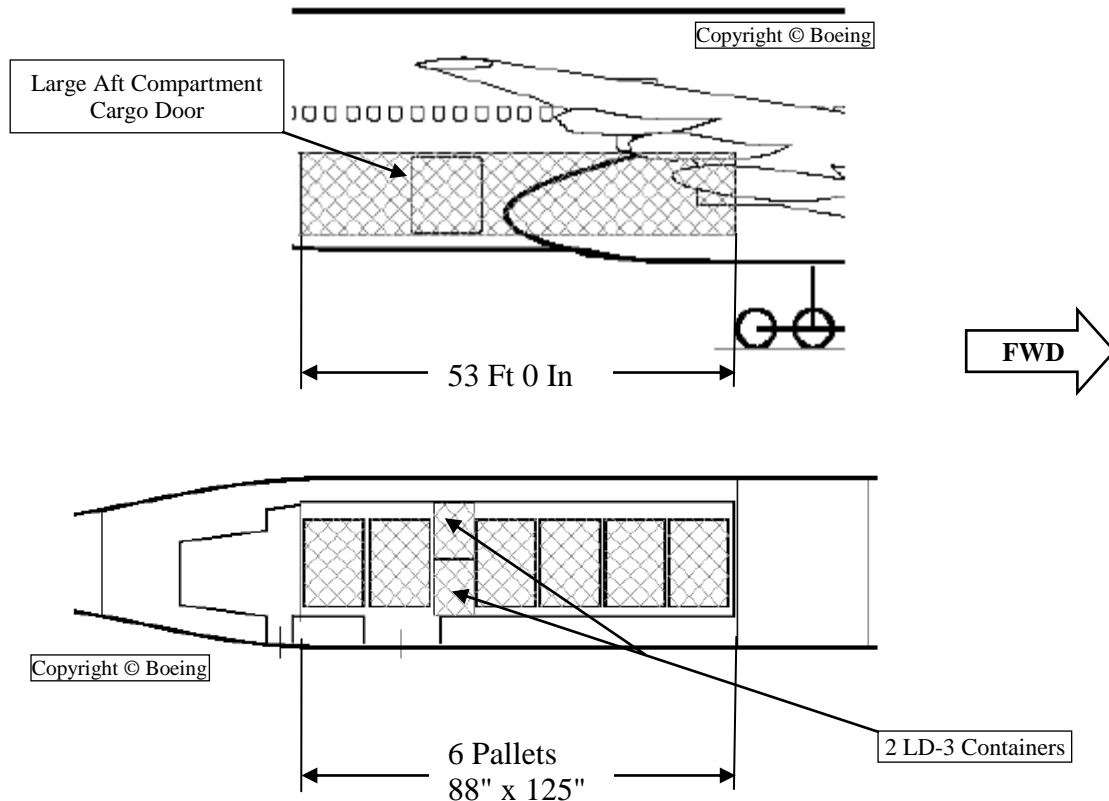
No manufacturer diagrams available.

### 5.2.3.3. Pallets.

(Note: Pallets can only be loaded if Large Aft Door installed)

NOTE: See [Attachment 2](#) for contour guide for the build-up of cargo.

**Figure 5.5. Aft Compartment Cargo Configurations B777-300.**



## 5.2.4. BULK COMPARTMENT.

### 5.2.4.1. Door.

Same as for B777-200. See: [Figure 3.10. Bulk Compartment Door B777-200.](#)

(Note: Refer to [Figure 5.2](#) for Ground Clearance)

(Note: Distance from Bulk Door to Nose of the B777-300 is 185' 2.5")

### 5.2.4.2. Compartment Dimensions.

Same as for B777-200. See: [Figure 3.11. Bulk Compt Dimensions B777-200.](#)

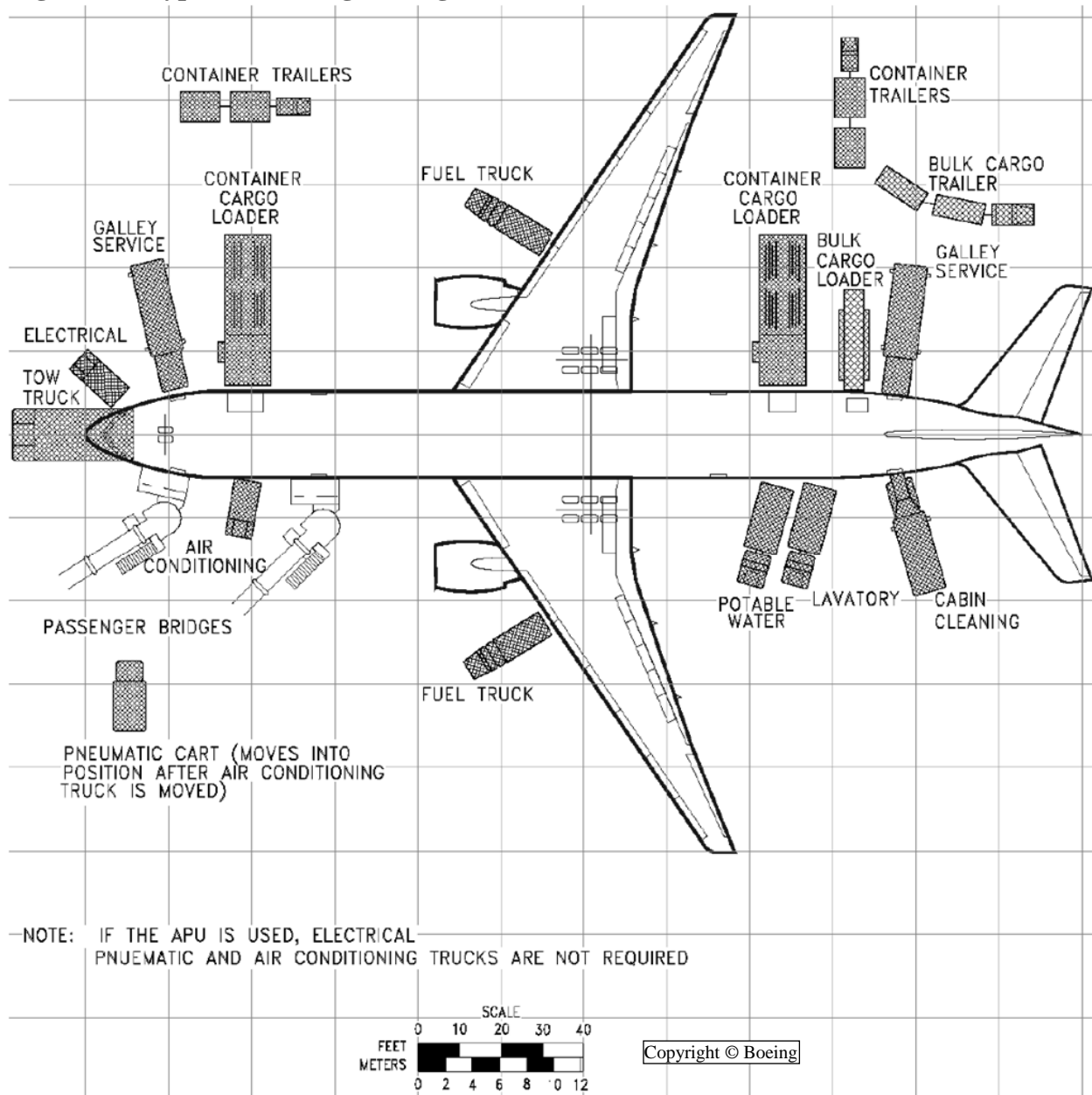
### 5.2.4.3. Pallets.

88" x 125" pallets cannot be loaded in this compartment.

### 5.3. SERVICING DIAGRAMS.

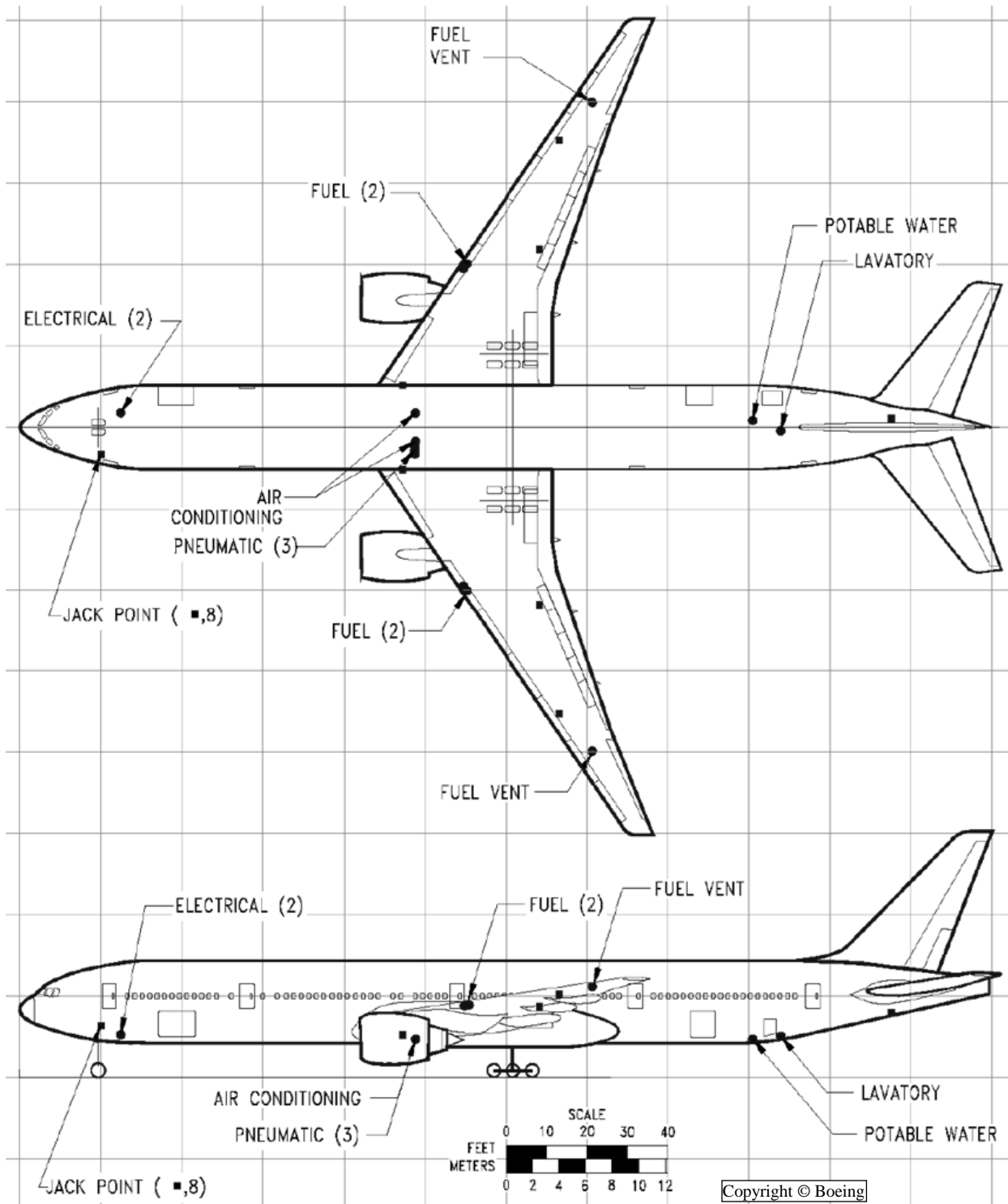
#### 5.3.1. Servicing.

Figure 5.6. Typical Servicing Arrangement B777-300.



### 5.3.2. Ground Connections.

Figure 5.7. Ground Service Connections B777-300.



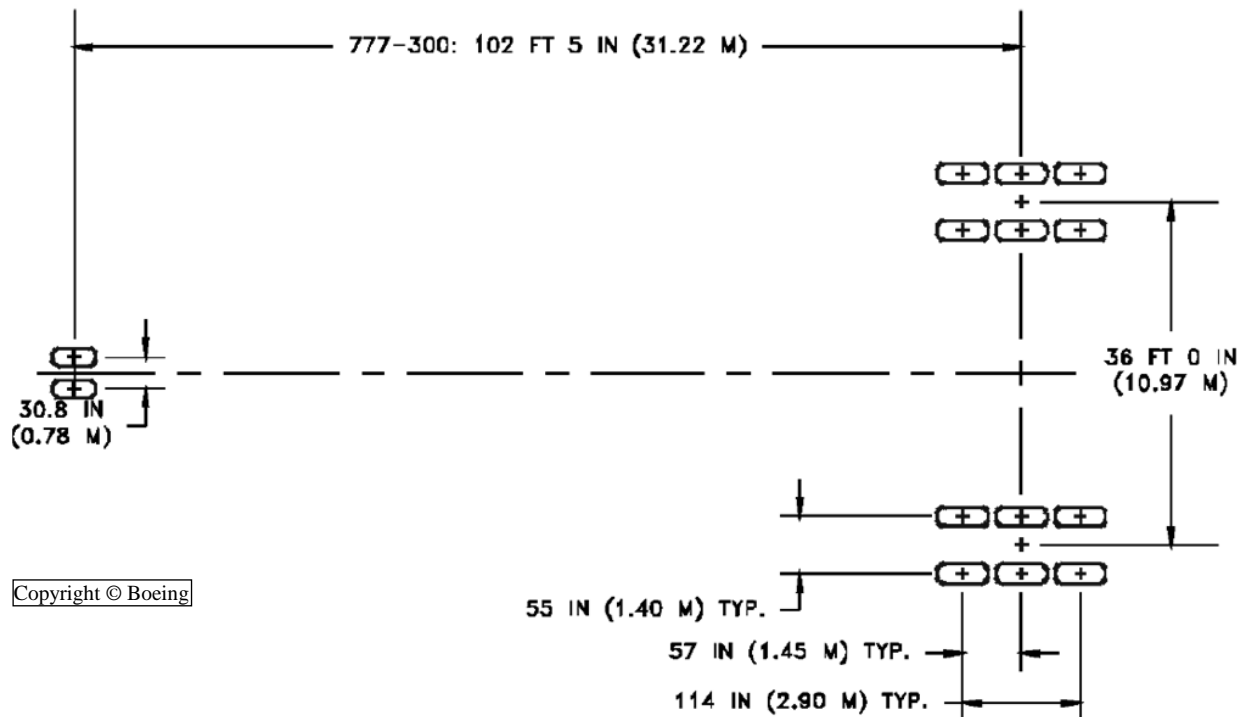
## 5.4. AIRFIELD SUITABILITY.

### 5.4.1. Landing Gear Footprint.

Figure 5.8. Landing Gear Footprint B777-300.

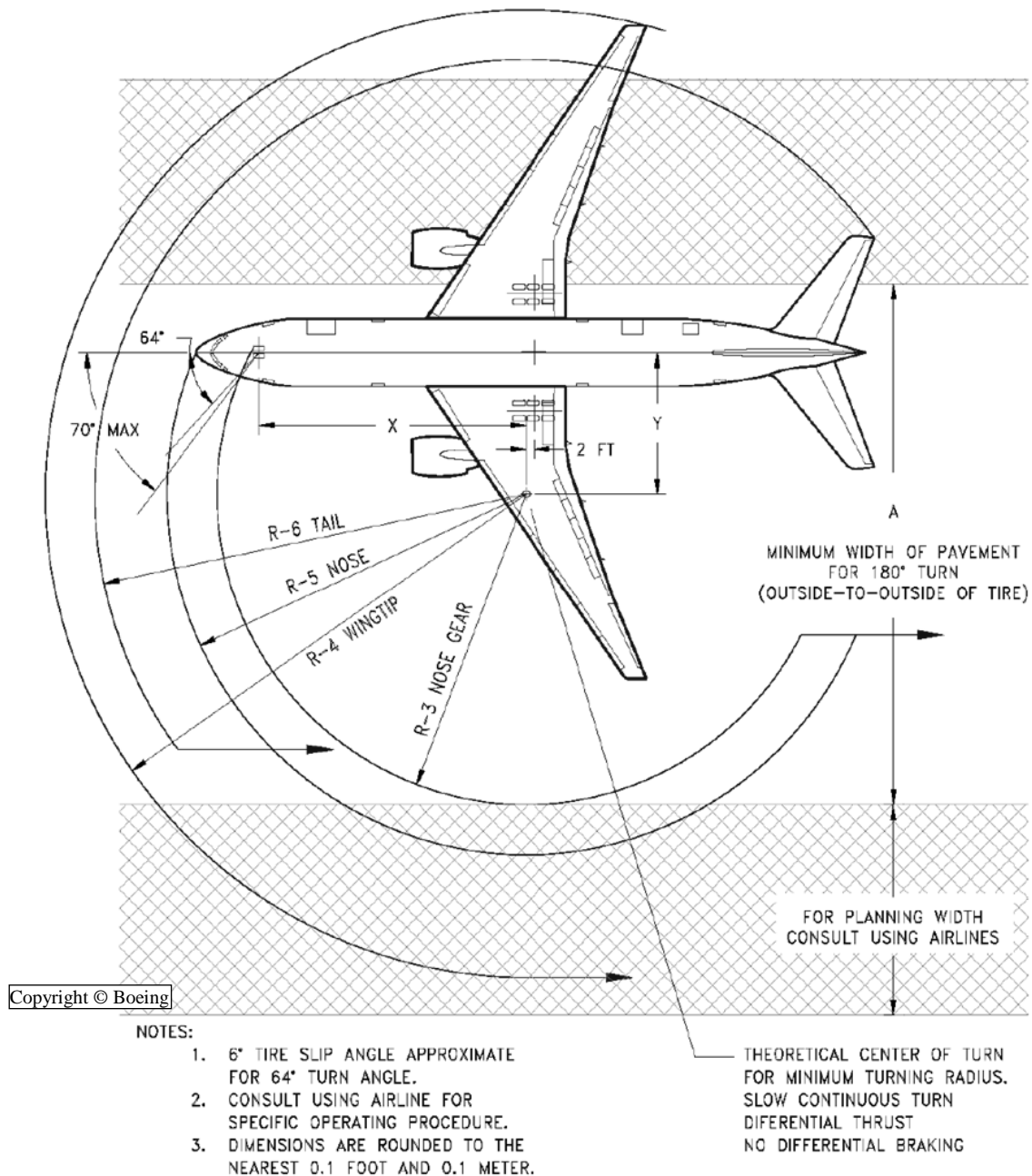
	<b>B777-300</b>	
Max Taxi Wt.	517,800 lb (234,870 kg)	662,000 lb (300,280 kg)
Nose Gear Tire Size	42 x 17 R18 26 PR	
Nose Gear Tire Press.	205 psi (14.41kg/cm <sup>2</sup> )	
Main Gear Tire Size	50 x 20 R22 32 PR	
Main Gear Tire Press.	171 psi (12.02 kg/cm <sup>2</sup> )	215 psi (15.12 kg/cm <sup>2</sup> )

NOT TO SCALE



### 5.4.2. Minimum Turning Radii.

Figure 5.9. Minimum Turning Radii B777-300.



	For an effective Turn Angle of 64°						
Dimension	X	Y	A	R3	R4	R5	R6
Distance	100.4' (30.6m)	49.0' (14.9m)	183.8' (56.0m)	113.7' (34.7m)	152.5' (46.7m)	129.4' (39.4m)	148.8' (45.3m)

### 5.4.3. Parking Footprint.

No manufacturer diagrams available.

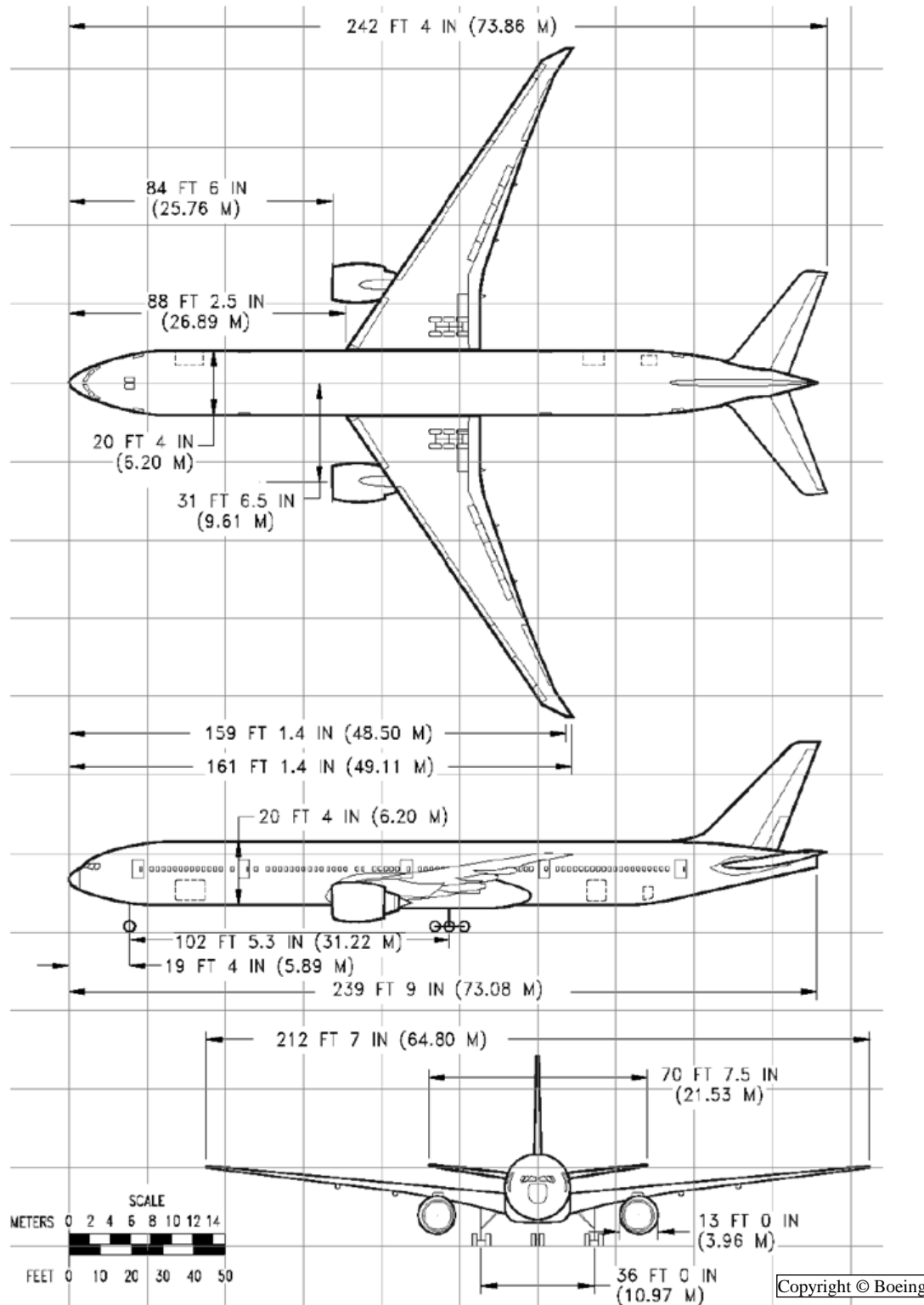
## Chapter 6

### B777-300ER

#### 6.1. DIMENSIONS.

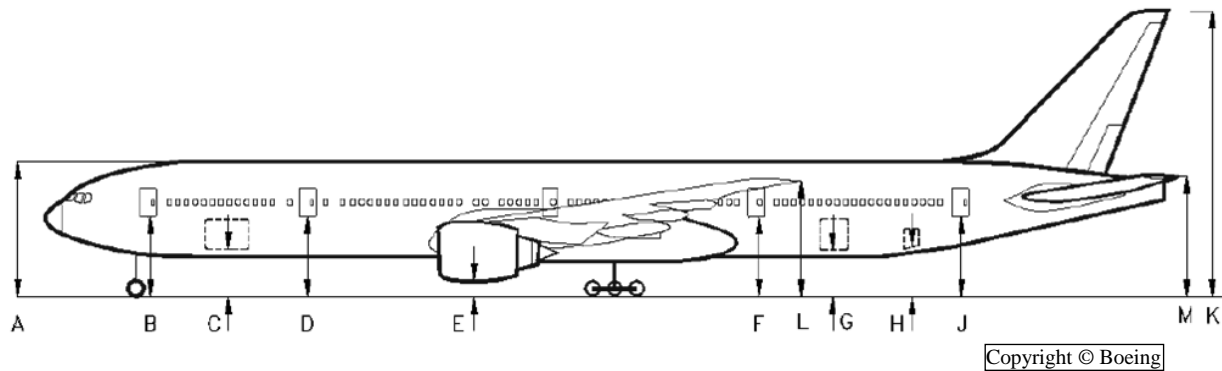
##### 6.1.1. General Dimensions.

Figure 6.1. General Dimensions B777-300ER.



### 6.1.2. Ground Clearance.

Figure 6.2. Ground Clearance B777-300ER.



Vertical Clearances				
DOOR		Min		Max
	A	27' 9"		28' 10"
Pax/Crew	B	15' 9"		16' 10"
FWD	C	9' 5"		10' 6"
	D	16' 2"		17' 1"
	E	2' 5"		3' 3"
	F	16' 9"		17' 5"
AFT (large/small door)	G	10' 6"		11' 9"
BULK	H	10' 11"		12' 4"
	J	17' 0"		18' 7"
	K	59' 10"		61' 10"
	L	23' 11"		25' 11"
	M	25' 7"		27' 8"

## 6.2. COMPARTMENT CONFIGURATIONS.

### 6.2.1. MAIN/PASSENGER COMPARTMENT.

#### 6.2.1.1. Pax/Crew Door.

Same as for B777-200. See: [Figure 3.3. Pax/Crew Door B777-200.](#)

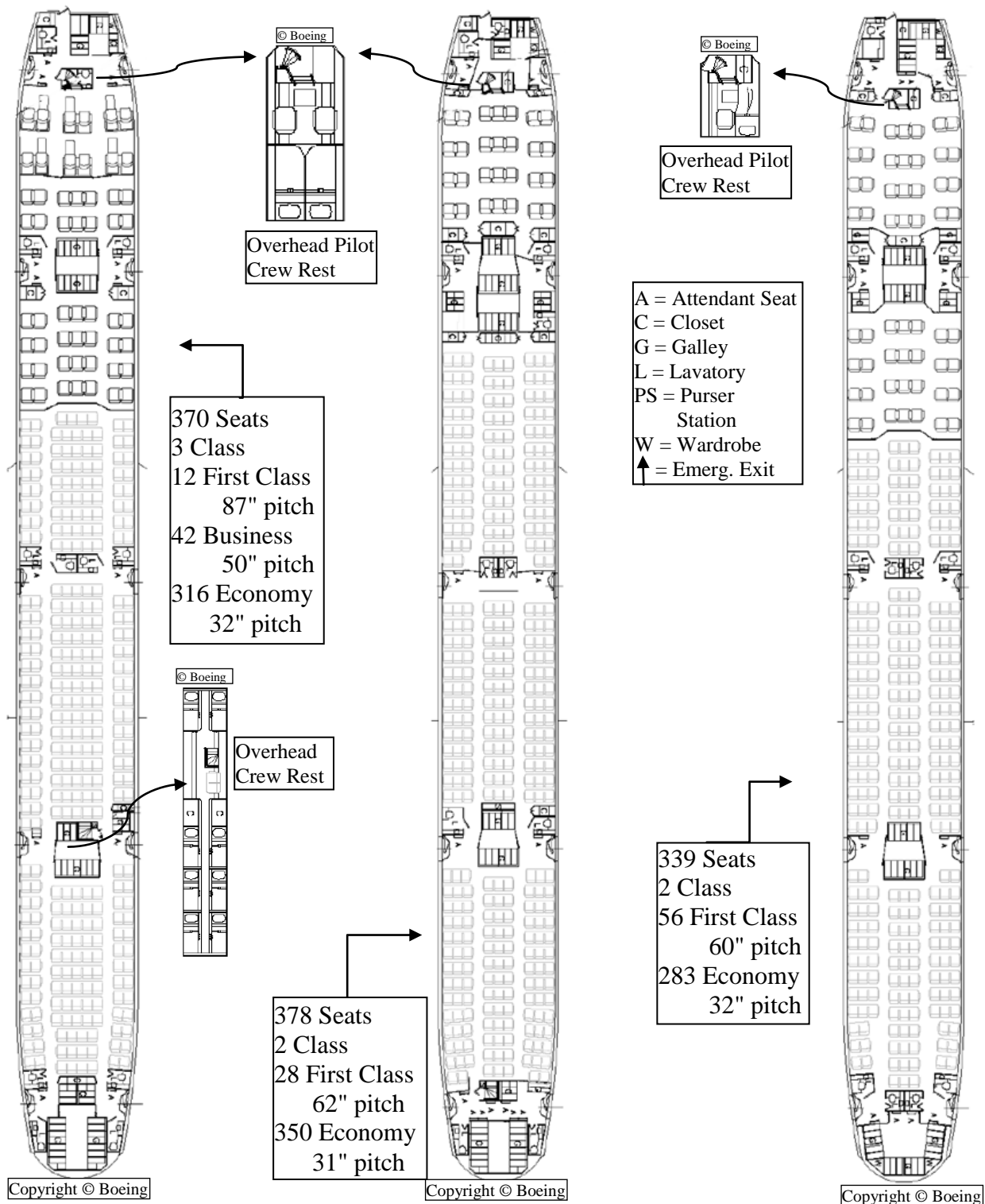
(Note: Refer to [Figure 6.2](#) for Ground Clearance)

#### 6.2.1.2. Main Door.

N/A this model

### 6.2.1.3. Compartment Dimensions.

Figure 6.3. Typical Passenger Configurations B777-300ER.



### 6.2.1.4. Pallets.

N/A this model

**6.2.2. FORWARD COMPARTMENT.****6.2.2.1. Door.**

Same as for B777-200. See: [Figure 3.5. Forward Compartment Door B777-200.](#)

(Note: Refer to [Figure 6.2](#) for Ground Clearance)

**6.2.2.2. Compartment Dimensions.**

No manufacturer diagrams available.

**6.2.2.3. Pallets.**

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

Same as for B777-300. See: [Fig. 5.4. Forward Compt Cargo Config's B777-300.](#)

**6.2.3. AFT COMPARTMENT.****6.2.3.1. Door.**

**(Note: Small and Large Aft Door Options Available on B777-300ER)**

(Note: Refer to [Figure 6.2](#) for Ground Clearance)

Same as for B777-200. See: [Figure 3.7. Small Aft Compartment Door B777-200.](#)

(Note: Dist. from Small Aft Door to Nose of the B777-300 is 168' 7")

Same as for B777-200. See: [Figure 3.8. Large Aft Compartment Door B777-200.](#)

(Note: Dist. from Large Aft Door to Nose of B777-300 is 170' 0.5")

**6.2.3.2. Compartment Dimensions.**

No manufacturer diagrams available.

**6.2.3.3. Pallets.**

**(Note: Pallets can only be loaded if Large Aft Door installed)**

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

Same as for B777-300. See: [Figure 5.5. Aft Compt Cargo Config's B777-300.](#)

**6.2.4. BULK COMPARTMENT.****6.2.4.1. Door.**

Same as for B777-200. See: [Figure 3.10. Bulk Compartment Door B777-200.](#)

(Note: Refer to [Figure 6.2](#) for Ground Clearance)

(Note: Distance from Bulk Door to Nose of the B777-300ER is 185' 2.5")

**6.2.4.2. Compartment Dimensions.**

Same as for B777-200. See: [Figure 3.11. Bulk Compt Dimensions B777-200.](#)

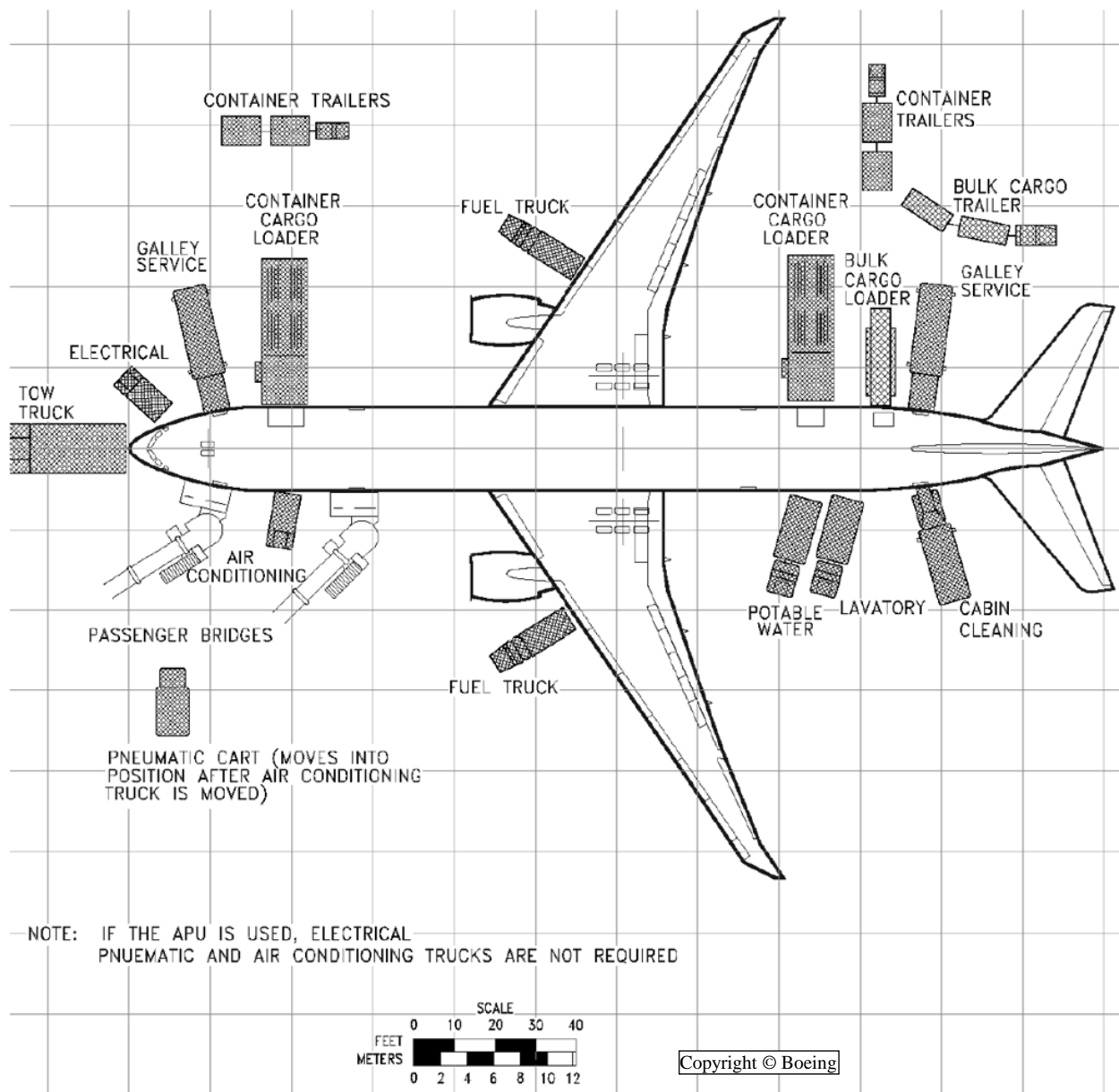
**6.2.4.3. Pallets.**

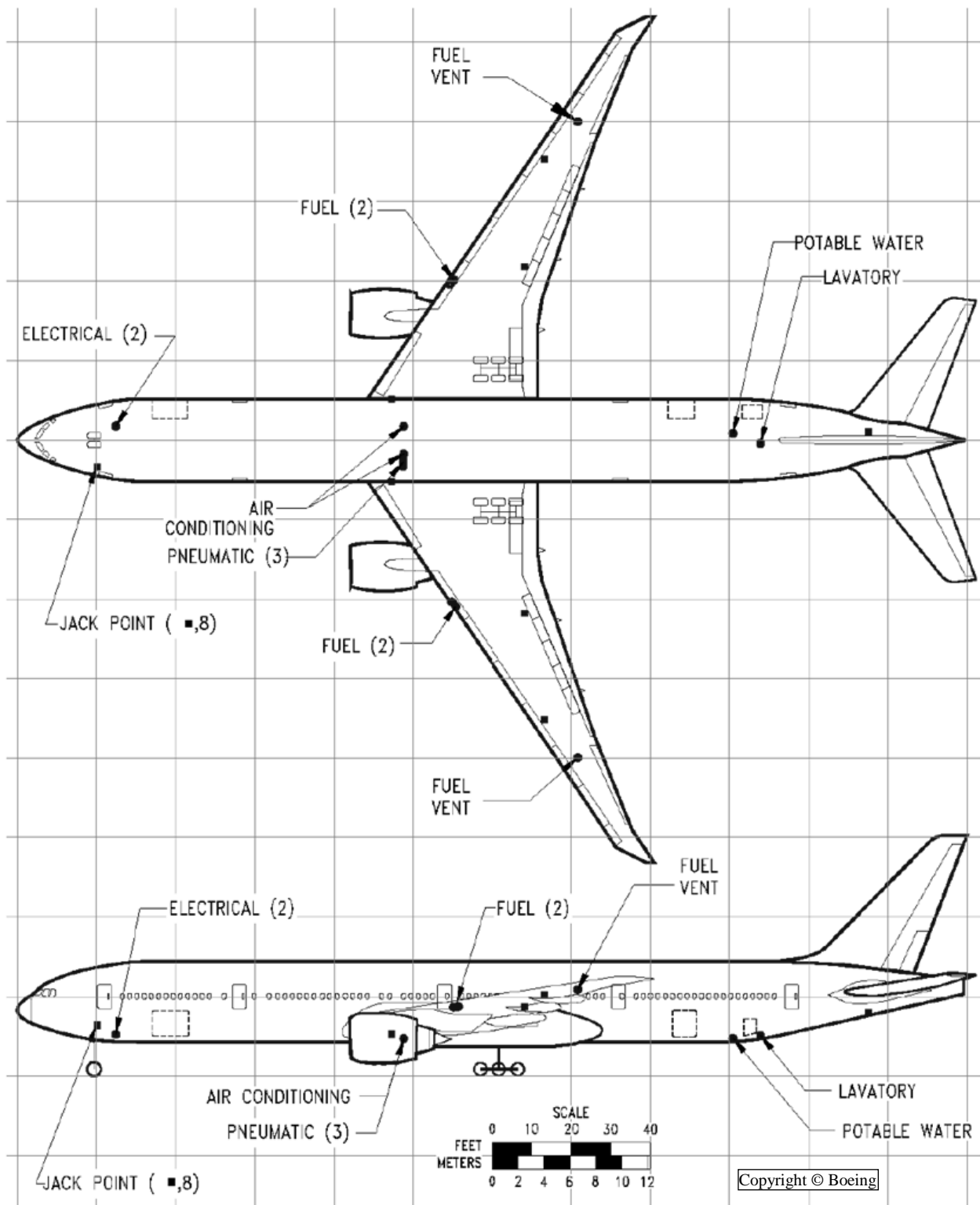
88" x 125" pallets cannot be loaded in this compartment.

### 6.3. SERVICING DIAGRAMS.

#### 6.3.1. Servicing.

Figure 6.4. Typical Servicing Arrangement B777-300ER.



**6.3.2. Ground Connections.****Figure 6.5. Ground Service Connections B777-300ER.**

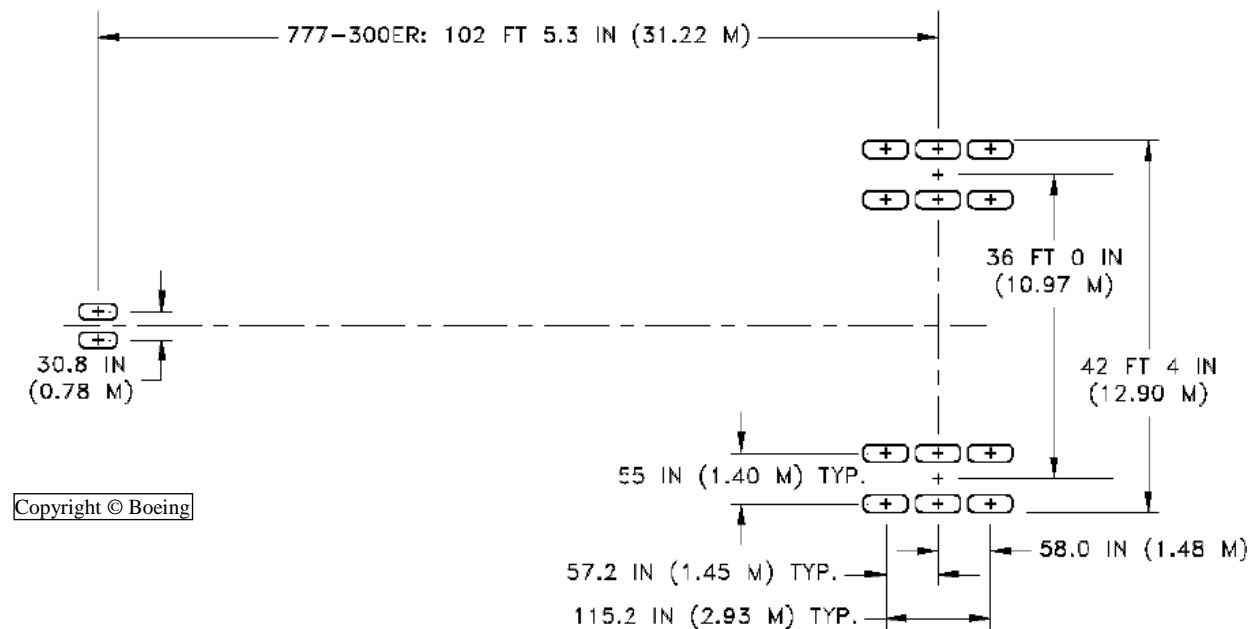
## 6.4. AIRFIELD SUITABILITY.

### 6.4.1. Landing Gear Footprint.

**Figure 6.6. Landing Gear Footprint B777-300ER.**

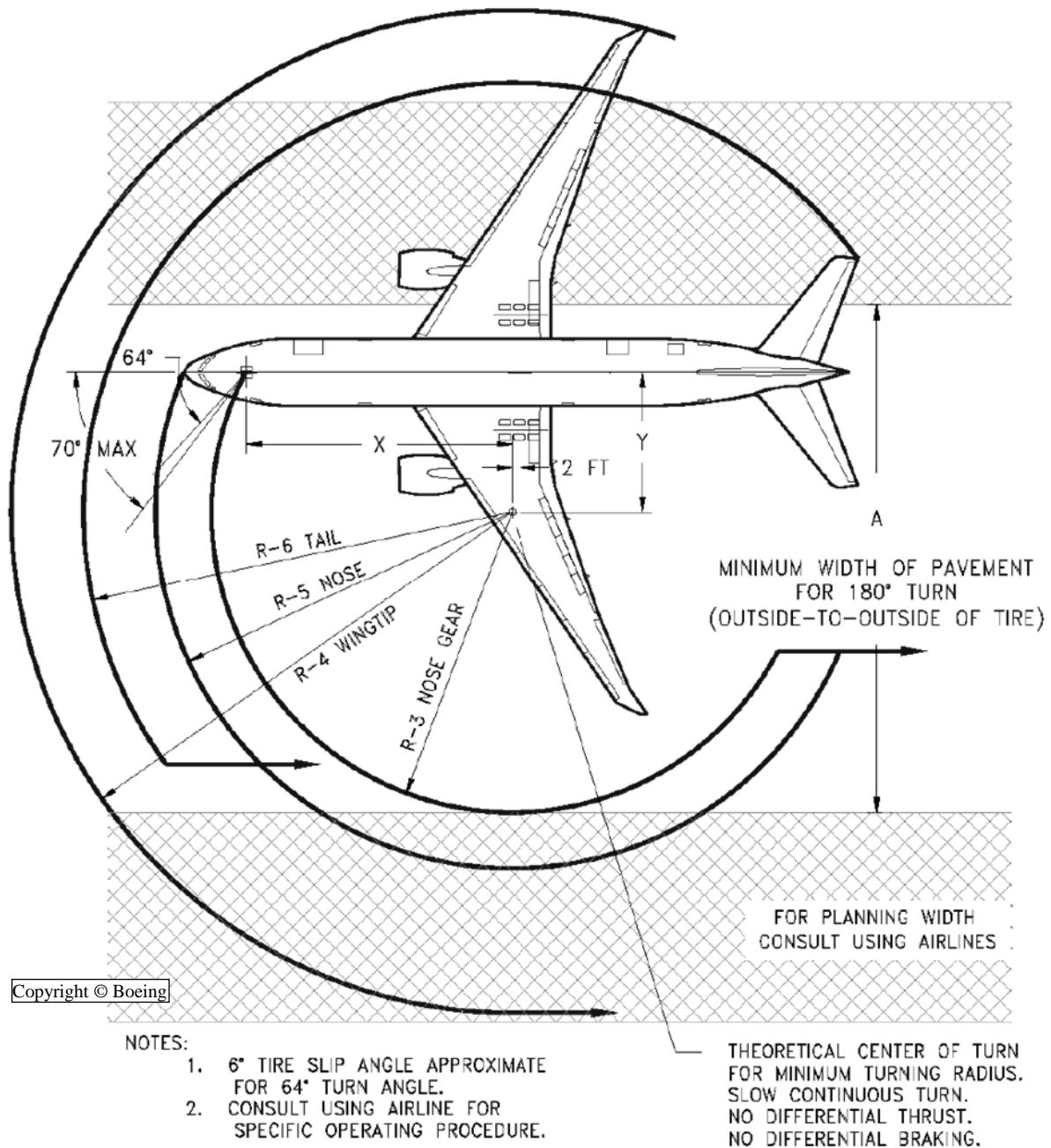
	<b>B777-300ER</b>
Max Taxi Wt.	768,800 lb (348,722 kg)
Nose Gear Tire Size	43 x 17.5 R17 32 PR
Nose Gear Tire Press.	218 psi (15.3 kg/cm <sup>2</sup> )
Main Gear Tire Size	52 x 21 R22 36 PR
Main Gear Tire Press.	221 psi (15.5 kg/cm <sup>2</sup> )

NOT TO SCALE



### 6.4.2. Minimum Turning Radii.

Figure 6.7. Minimum Turning Radii B777-300ER.



	For an effective Turn Angle of 64°						
Dimension	X	Y	A	R3	R4	R5	R6
Distance	100.4' (30.6m)	49.0' (14.9m)	185.5' (56.5m)	115.5' (35.2m)	160.2' (48.8m)	131.2' (40.0m)	147.1' (44.8m)

### 6.4.3. Parking Footprint.

No manufacturer diagrams available.

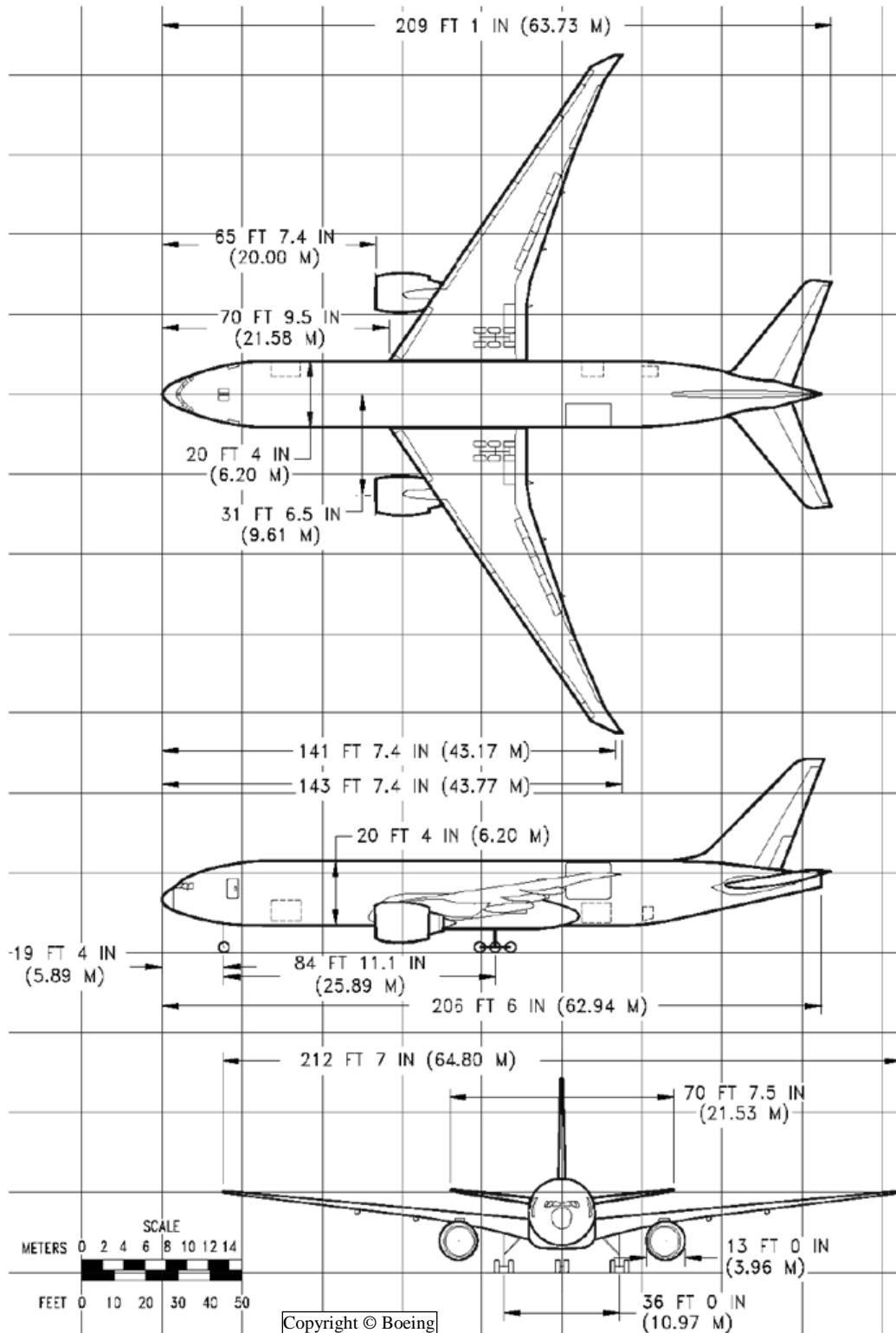
## Chapter 7

### B777F

#### 7.1. DIMENSIONS.

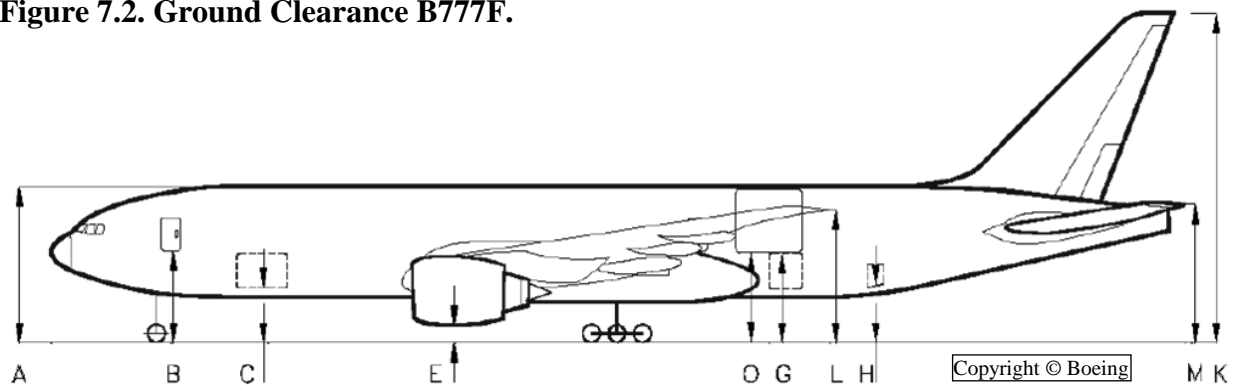
##### 7.1.1. General Dimensions.

Figure 7.1. General Dimensions B777F.



### 7.1.2. Ground Clearance.

Figure 7.2. Ground Clearance B777F.



Vertical Clearances				
DOOR		Min		Max
	A	27' 9"		28' 10"
Pax/Crew	B	15' 3"		16' 10"
FWD	C	9' 5"		10' 6"
	E	2' 7"		3' 3"
AFT	G	10' 6"		11' 9"
BULK	H	10' 11"		12' 4"
	K	60' 11"		62' 4"
	L	23' 11"		25' 11"
	M	26' 10"		28' 3"
	O	10' 11"		11' 8"

## 7.2. COMPARTMENT CONFIGURATIONS.

### 7.2.1. MAIN/PASSENGER COMPARTMENT.

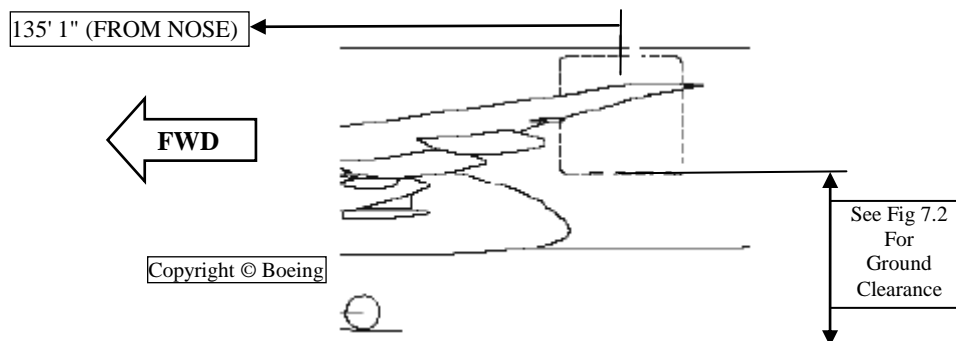
#### 7.2.1.1. Pax/Crew Door.

Same as for B777-200. See: [Figure 3.3. Pax/Crew Door B777-200.](#)

(Note: Refer to [Figure 7.2](#) for Ground Clearance)

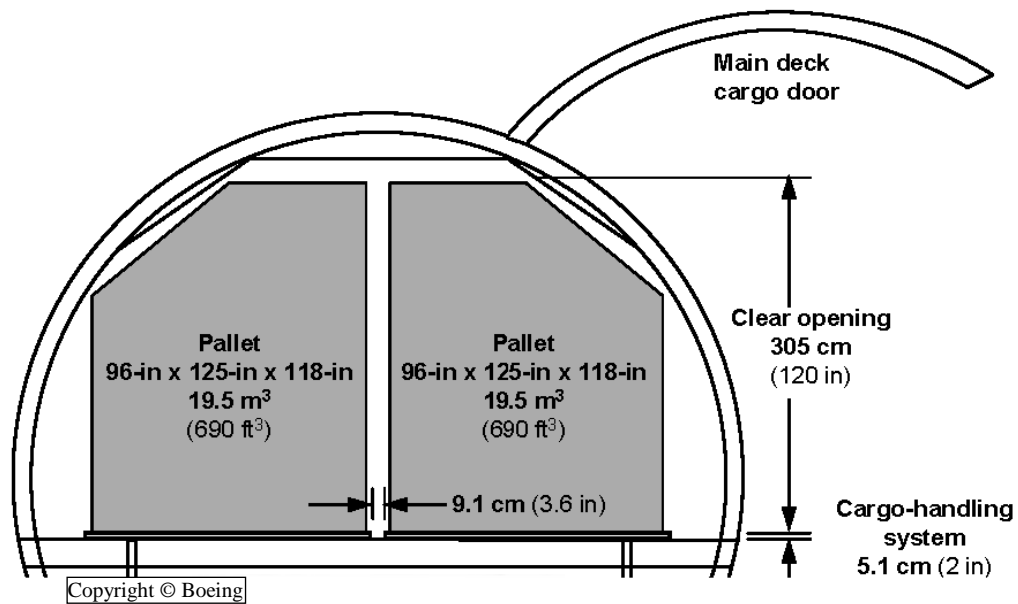
#### 7.2.1.2. Main Door.

Figure 7.3. Main Compartment Door B777F.



### 7.2.1.3. Compartment Dimensions.

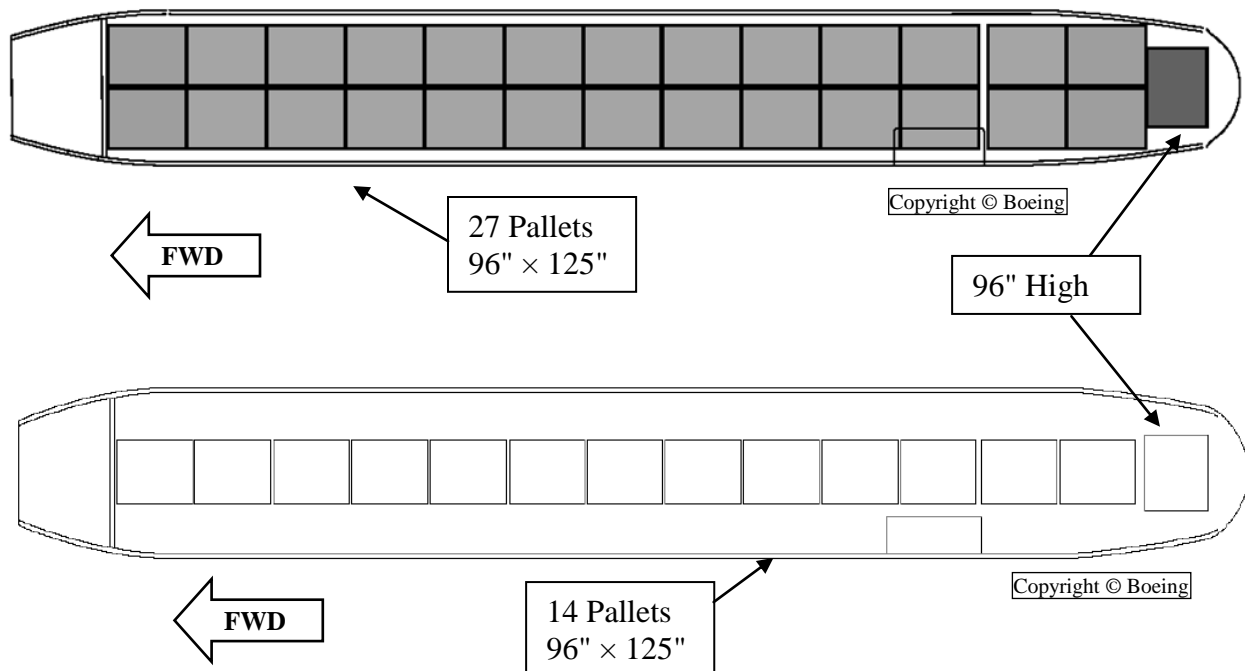
Figure 7.4. Main Compartment Dimensions B777F.



### 7.2.1.4. Pallets.

NOTE: See [Attachment 1](#) for contour guide for the build-up of cargo.

Figure 7.5. Main Compartment Cargo Configurations B777F.



**7.2.2. FORWARD COMPARTMENT.****7.2.2.1. Door.**

Same as for B777-200. See: [Figure 3.5. Forward Compartment Door B777-200.](#)

(Note: Refer to [Figure 7.2](#) for Ground Clearance)

(Note: Distance from Forward Door to Nose of B777F is 38' 8")

**7.2.2.2. Compartment Dimensions.**

No manufacturer diagrams available.

**7.2.2.3. Pallets.**

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

Same as for B777-200. See: [Fig. 3.6. Forward Compt Cargo Config's B777-200.](#)

**7.2.3. AFT COMPARTMENT.****7.2.3.1. Door.**

Same as for B777-200. See: [Figure 3.8. Large Aft Compartment Door B777-200.](#)

(Note: Refer to [Figure 7.2](#) for Ground Clearance)

(Note: Distance from Aft Door to Nose of B777F is 136' 10")

**7.2.3.2. Compartment Dimensions.**

No manufacturer diagrams available.

**7.2.3.3. Pallets.**

**NOTE:** See [Attachment 2](#) for contour guide for the build-up of cargo.

Same as for B777-200. See: [Figure 3.9. Aft Compt Cargo Config's B777-200.](#)

**7.2.4. BULK COMPARTMENT.****7.2.4.1. Door.**

Same as for B777-200. See: [Figure 3.10. Bulk Compartment Door B777-200.](#)

(Note: Refer to [Figure 7.2](#) for Ground Clearance)

(Note: Distance from Bulk Door to Nose of the B777F is 152' 0")

**7.2.4.2. Compartment Dimensions.**

Same as for B777-200. See: [Figure 3.11. Bulk Compt Dimensions B777-200.](#)

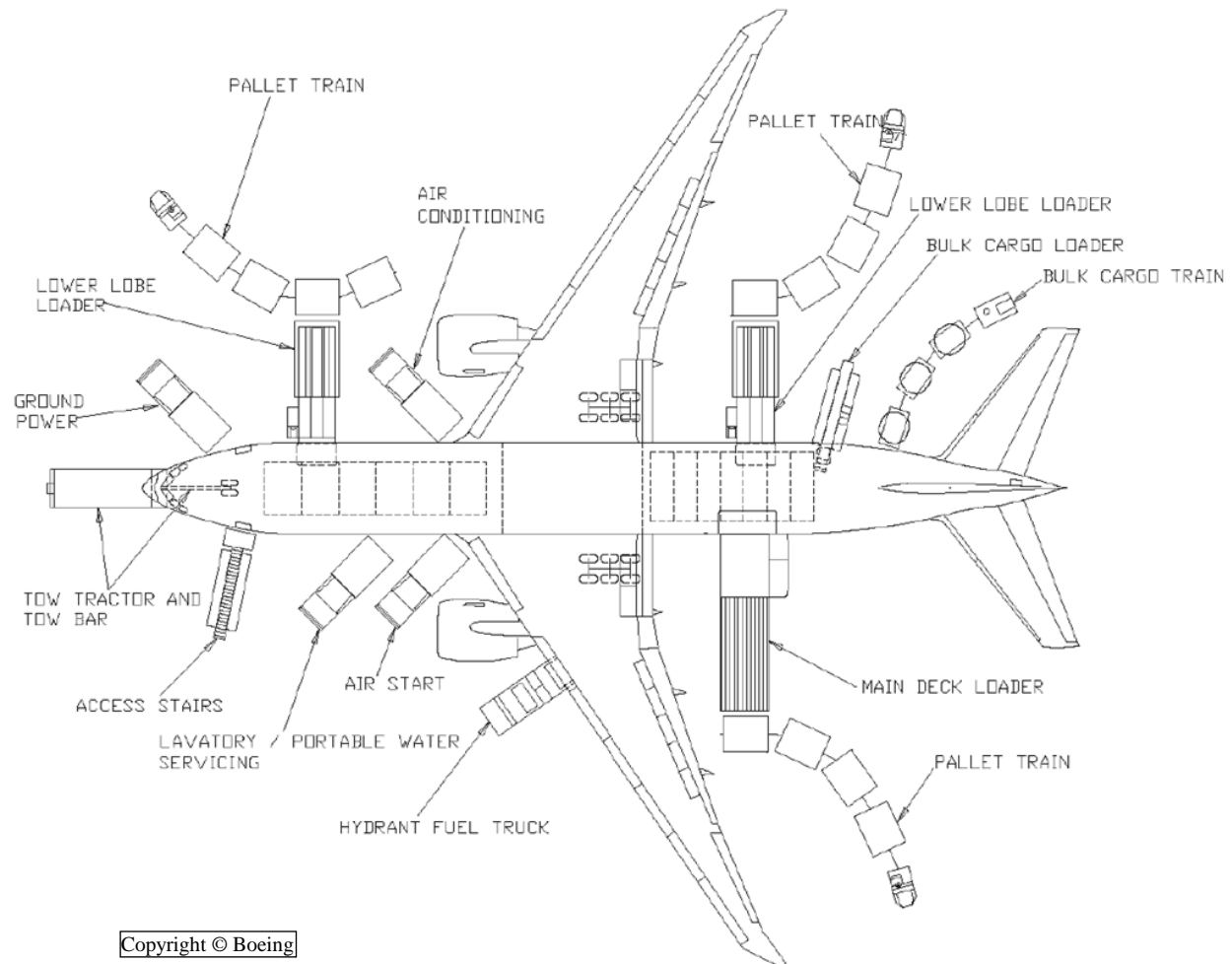
**7.2.4.3. Pallets.**

88" x 125" pallets cannot be loaded in this compartment.

### 7.3. SERVICING DIAGRAMS.

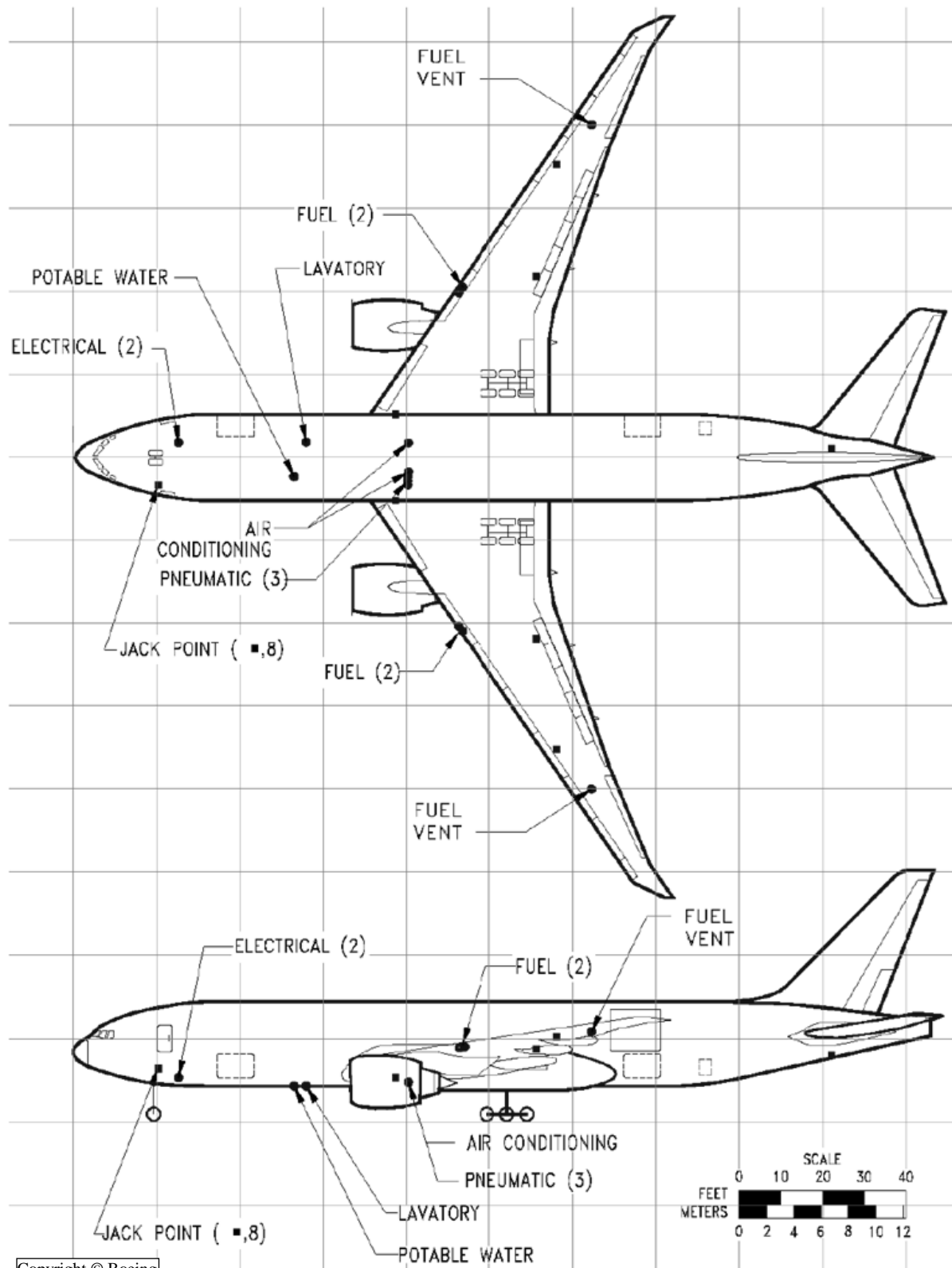
#### 7.3.1. Servicing.

Figure 7.6. Typical Servicing Arrangement B777F.



### 7.3.2. Ground Connections.

Figure 7.7. Ground Service Connections B777F.



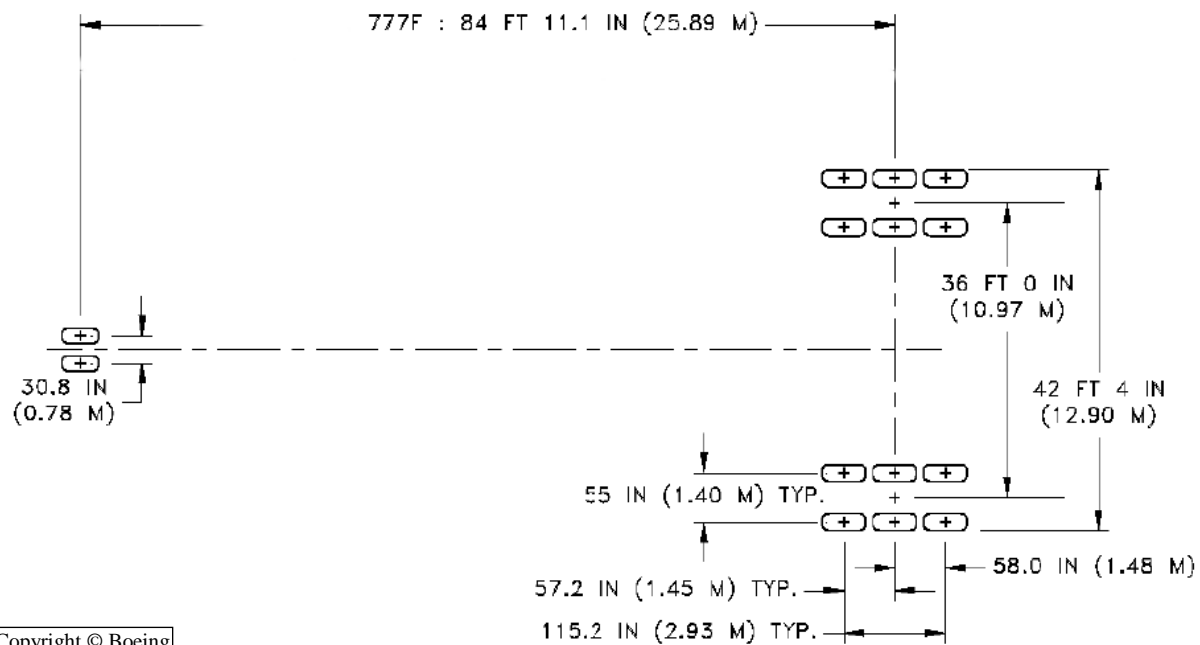
#### 7.4. AIRFIELD SUITABILITY.

#### 7.4.1. Landing Gear Footprint.

**Figure 7.8. Landing Gear Footprint B777F.**

	<b>B777F</b>
Max Taxi Wt.	777,000 lb (352,441 kg)
Nose Gear Tire Size	43 x 17.5 R17 32 PR
Nose Gear Tire Press.	218 psi (15.3 kg/cm <sup>2</sup> )
Main Gear Tire Size	52 x 21 R22 36 PR
Main Gear Tire Press.	221 psi (15.5 kg/cm <sup>2</sup> )

NOT TO SCALE



### 7.4.2. Minimum Turning Radii.

Same as for B777-200LR. See: [Figure 4.7. Minimum Turning Radii B777-200LR.](#)

**7.4.3. Parking Footprint.** No manufacturer diagrams available.

**FREDERICK H. MARTIN, Brig Gen, USAF**  
**Director of Operations**

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References*****Department of Defense / Unified Combatant Commands**

[DTR 4500.9-R](#), *Defense Transportation Regulation – Part III Mobility*, September 2007

DTR 4500.9-R, [Appendix J](#) – *Hazardous Materials (HAZMAT) Certification and Mobility Procedures*, September 2007

DTR 4500.9-R, [Appendix K](#) – *Hazardous Materials (HAZMAT) Special Permits (SP)*, April 2011

DTR 4500.9-R, [Appendix V](#) – *Aircraft Load Planning and Documentation*, April 2011

DTR 4500.9-R, [Appendix BB](#) – *Procedures for Transporting Weapons, Ammunition and Hazardous Materials (HAZMAT) Aboard Commercial Aircraft in Scheduled Service and Department of Defense (DOD) – Owned or Controlled Aircraft*, April 2011

**Air Force**

[AFDD 2-6](#), *Air Mobility Operations*, 1 March 2006

[AFMAN24-204\(I\)](#), *Preparing Hazardous Materials for Military Air Shipments*, 1 September 2009

[AFPAM 10-1403](#), *Air Mobility Planning Factors*, 18 December 2003

[AMCI 10-202V4, CL-1](#), *Expeditionary Air Mobility Support Operations Checklist*, 2 May 2006

[AMCI 10-402](#), *Civil Reserve Air Fleet (CRAF)*, 27 April 2010

[AMCI 24-201](#), *Commercial Airlift Management - Civil Air Carriers*, 1 July 2004

**Other Agencies**

ATTLA, MIL-HDBK-1791, *Designing for Internal Aerial Delivery in Fixed Wing Aircraft*, 14 February 1997

IATA, *ULD Technical Manual (ULD)*

Airbus, 198 Van Buren Street Suite 300 Herndon, VA 20170

Boeing, P. O. Box 3707 Seattle, Washington 98124

***Prescribed Forms***

No Forms or IMT's prescribed by this publication

***Adopted Forms***

AF Form 847, Recommendation for Change of Publication

[DD Form 2130-5](#), DC 10-10/30CF Load Plan

[DD Form 2130-8](#), DC 8-50 Series F/CF Load Plan

[DD Form 2130-9](#), DC 8-61/71-63/73F/CF Load Plan

[DD Form 2130-10](#), DC 8-62CF Load Plan

[DD Form 2130-11](#), B707-300C Load Plan

[DD Form 2130-12](#), B747-100F/200C/200F Load Plan

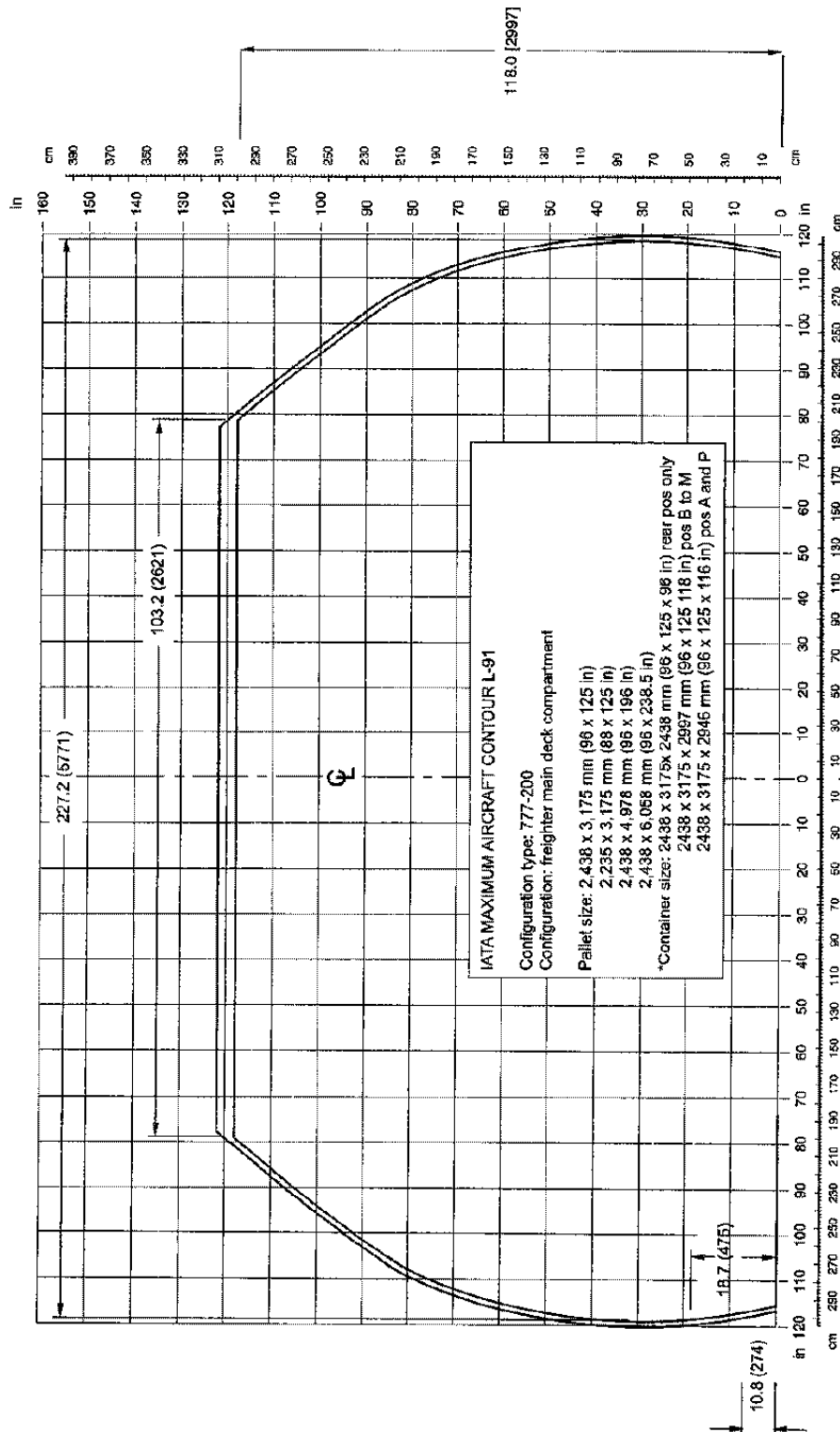
[DD Form 2130C](#), Aircraft Load Plan Continuation

[JP 3-17](#), *Joint Doctrine and Joint Tactics, Techniques, and Procedures for Air Mobility Operations*

## Attachment 2

## MAIN COMPARTMENT CONTOUR CHART B777F

Figure A2.1. Main Compartment Contour Chart B777F



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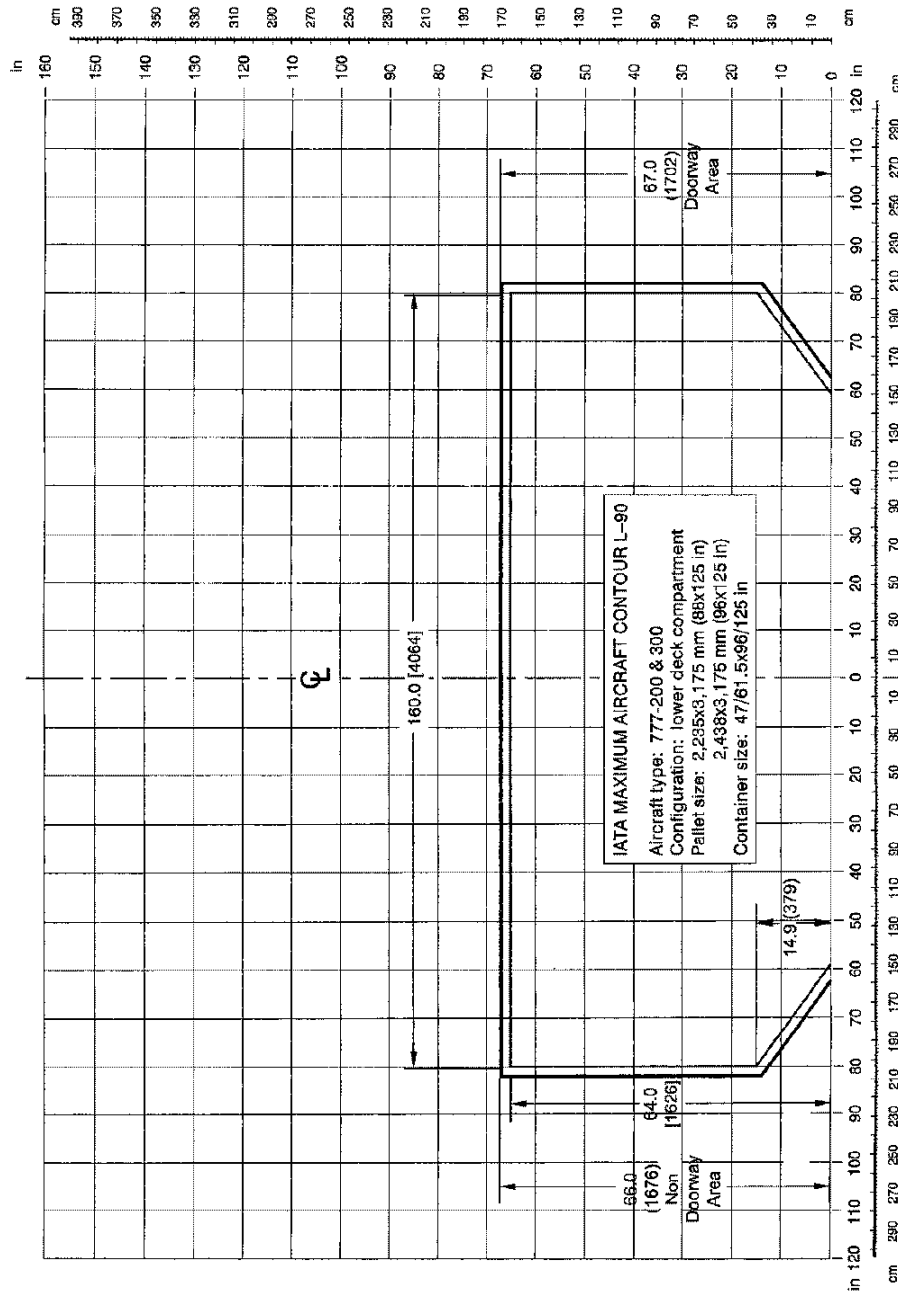
## Notes:

- 1) Shows inside dimensions where cargo compartment has a constant cross-section (internal contour measured perpendicular to the aircraft length - excludes any tapered section of the fuselage).
- 2) Minimum **2 inches of clearance** must exist between aircraft contour and maximum payload contour (represented by inner solid line of the contour drawing).
- 3) All horizontal dimensions are measured left or right of aircraft centerline (CL).
- 4) All vertical dimensions are measured from the top of the conveyor plane.
- 5) Reference number of **L91** for this contour assigned by IATA for easy identification.
- 6) The specifications of airframe manufacturer and/or carrier will **ALWAYS** take precedence over this chart.

## Attachment 3

## LOWER COMPARTMENT CONTOUR CHART B777

Figure A3.1. Lower Compartment Contour Chart B777



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**Notes:**

- 1) Shows inside dimensions where cargo compartment has a constant cross-section (internal contour measured perpendicular to the aircraft length - excludes any tapered section of the fuselage).
- 2) Minimum **2 inches of clearance** must exist between aircraft contour and maximum payload contour (represented by inner solid line of the contour drawing).
- 3) All horizontal dimensions are measured left or right of aircraft centerline (CL).
- 4) All vertical dimensions are measured from the top of the conveyor plane.
- 5) Reference number of **L90** for this contour assigned by IATA for easy identification.
- 6) The specifications of airframe manufacturer and/or carrier will **ALWAYS** take precedence over this chart.